

RAILWAY AGE

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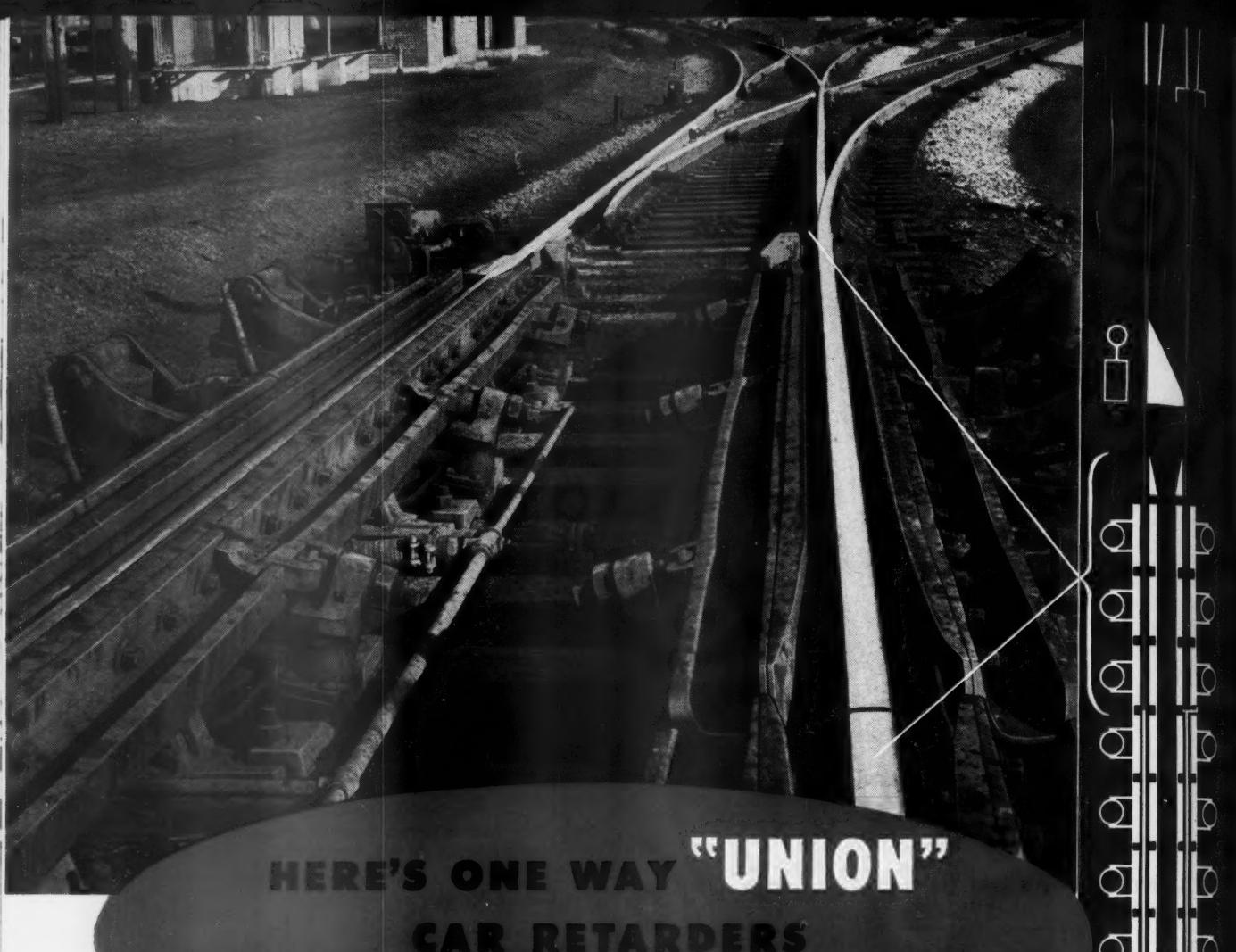
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WEEK AT A GLANCE

IN CONFERENCE: Now that the hold-out ops' leaders have failed to secure from the White House the sort of *ex parte* disposition of their rules-change demands that they appear to have expected, they were, as this issue went to press, engaged in the elementary and direct—and frequently effective—procedure for settling differences by sitting down to discuss them with the other party. Meanwhile the government, for the third time in a little over four years, was in ostensible control of the railroads. In taking this course in their search for someone to pull their chestnuts out of the fire the three heap big chiefs at least exhibit a refreshing and wholesome respect for the power of Judge Goldsborough's court, and a revealing passion for staying as far from its precincts as they can. The week's happenings in the case are reported in the article on page 48.

HOW TO STOP RAILROAD STRIKES: One thing that the latest crisis in railroad labor relations has done is to make it clear even to the majority of professional commentators that the much-touted Railway Labor Act is a washout as a piece of effective legislation. The honest and practical treatment for it is obvious and simple—repeal. The leading editorial in this issue points out that the Republican majority in Congress exhibited some resolution and appreciation of realities when it passed the Taft-Hartley Law in the face of bitter opposition by labor leaders and the Administration. While the opportunity was lost then to subject the brotherhoods to the mild restrictions on monopolistic union practices that were applied otherwise by that law, those provisions, or others more closely attuned to the public interest in uninterrupted transportation service, still can be extended to the railroad brotherhoods. There will be peace on the railroads when the majority in Congress acts to reinject into striking some of the element of risk the Railway Labor Act removed.

APPLICATION DENIED: The Interstate Commerce Commission doesn't think it will be a good thing for the country—as Congress has drawn up the specifications—for Robert R. Young, and Robert J. Bowman, as Chesapeake & Ohio officers, to be directors of the New York Central. The basis of its decision, and the competitive angles involved, are detailed in the article on page 32.

TREATMENT FOR TRACKWORK: Illustrations in this issue show the processes by which the Bethlehem Steel Company has been successful at its Steelton plant in the controlled heat treatment of frogs, switches and crossings to obtain uniformity in toughness and hardness and proper alignment and curvature to meet exacting specifications.

REVENUES FORECAST: The latest I.C.C. estimate of the additional revenues to be expected from the Ex Parte 166 rate increases—on an annual basis, and without any traffic slump—comes to \$1,540 million, of which the western roads would get \$602 million. These data are included in the latest "Monthly Comment," reviewed on

page 46 this week. The commission's statisticians have figured out, also, that, provided freight and passenger business hits specified levels, present freight, passenger, mail and express rates ought to produce total annual operating revenues of about \$10 billion, or 39 per cent above the mid-1946 basis. Gross in April, 1948, is estimated by the A.A.R. as \$586 million (for Class I roads), our news pages reveal.

PUBLIC RELATIONS BY MAIL: New York Central employees are being urged to learn about public relations at home, if their work and its location make it inconvenient for them to attend the classroom courses by which the road has been developing a better understanding among its employees of their importance in this phase of its operations. More than 5,000 "students" already have enrolled in the mail course, a description of which appears in the illustrated article on page 34.

MORE COMFORTS THAN HOME HAS: Another sample of what the railroads and the car builders have up their sleeves in the way of new equipment for postwar passenger trains is the Pennsylvania's recreation cars for its all-coach "Jeffersonian." This A.C.F. product is pictured in this issue (page 44). Even with the federal treasury to meet their operating deficits, the air lines haven't come through with anything like this.

WILL COAL COME BACK? The future of the coal-burning steam locomotive is a matter of grave concern not only to the railroads and to the locomotive builders and associated industries, but also to the coal and petroleum industries, to owners of dwellings and small businesses, and to the national defense. These interests are all involved because there is at least some doubt about the adequacy of the supply of petroleum products to meet all military and domestic needs if another war should occur. The more the railroads depend on oil fuel for motive power, the more important is the availability of that fuel under all conditions. The petroleum industry's ideas about its ability to match production to demand were set forth in our May 1 issue, and this week (page 37) a qualified spokesman for the coal industry looks at the locomotive fuel situation as it is now, and as it may become, from that industry's point of view.

HALF A LOAF: A severely pruned version of the Bulwinkle Bill has gone to a House-Senate conference, out of which is expected to come a compromise for Mr. Truman's consideration. An article in this issue (page 42) pictures the background of this development of a measure which, if it becomes law, will make it possible for railroads to make joint rate agreements without being subject to Justice Department persecution under the anti-trust law. But the department obviously still labors under the delusion that the only people in Washington or in the country who have any regard for the public interest are on its payroll.



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A CHALLENGE TO THE G.O.P.— REPEAL THE RAILWAY LABOR ACT!

The leaders of the railway engineers', firemen's and switchmen's unions have rendered a great public service—without, of course, intending to do so—by largely destroying the wholly mistaken, and hence dangerous, popular impression that the Railway Labor Act is a "model" labor law. The fact is that the Railway Labor Act—especially since it was extensively amended at the unions' behest in 1934 and largely nullified by President Roosevelt in 1941—is just as defective and perverted as the discredited Wagner Act or congressional efforts at class legislation, designed to buy the votes of organized minorities at the expense of the general welfare.

Clear Proof of Failure

The illusion has been sedulously nourished for more than a decade that this act has preserved a greater degree of industrial peace on the railroads than has obtained in other industries, but the evidence of recent years is incontrovertible that there has been at least as much unrest and conflict on the railroads as in any other major industry. Within a little more than four years the federal government has had to "seize" the railroads no less than three times, either to forestall or bring an end to nationwide strikes of railway employees.

Along with the undeserved reputation for benefi-

cence enjoyed by the Railway Labor Act has gone a parallel illusion that the leadership of the railway operating unions has been more "conservative" and public-spirited than that of other labor organizations. The actual fact, of course, is that the leaders of these unions have since the early days of the recent war stirred up more trouble for the national government and imperilled the country's well-being more frequently than any other labor leaders, with the possible exception of John L. Lewis. They have shown themselves to be just as reckless, self-centered and anti-social as Lewis, though perhaps not so intelligent.

Under this much-vaunted Railway Labor Act, the leaders of railway operating unions in December, 1943, and again in May of 1946 and 1948 threatened to tie up the country's transportation to enforce demands for more liberal concessions in wages and working conditions than those to which Presidential "emergency boards" found them entitled, and in 1946 they actually did tie up the railroads. They would undoubtedly have done so on May 11 this year, if the government had not "seized" them under the President's "war powers," and thereafter secured an anti-strike injunction under the fiction that the railroads were being operated by the government. If either the Railway Labor Act or the railway operating unions had anything of the superiority popularly ascribed to

them, resort by the government of the United States to this humiliating subterfuge to prevent paralysis of the national economy would not have been necessary.

The solution to this impasse is squarely up to the Republican leadership in Congress which went to such great pains to exclude the railway unions from the provisions of the Taft-Hartley Law. That statute, while far from perfect, would at least have made it possible to enjoin the threatened railway strike without resort to the pretense that the country is at war and that the railways are being operated by the government. The Taft-Hartley Law also contains a specific prohibition against "featherbed" rules, which, under the so-called "Adjustment Board" procedure prescribed by the Railway Labor Act, have developed into a legalized racket whereby the railroads—and, indirectly, the shipping and traveling public—have been and are being mulcted of millions of dollars for work not actually performed. Thus, whatever its imperfections, the Taft-Hartley Act, if applied to the railroads, would at least confer two important public advantages which the Railway Labor Act has failed to afford, viz., (1) forestall such strikes as those threatened by the railway unions in 1943, 1946, and on May 11 this year and (2) make illegal the "featherbedding" practices which the Railway Labor Act actively fosters.

This situation cannot be evaded by the Republican leadership, because its enactment of the Taft-Hartley Law last year showed its ability to deal resolutely with other intransigent unions, despite Administration opposition and the anguished complaints of the union officers affected. If the Republican leaders last year had shown the understanding and the courage in dealing with the railway unions that they demonstrated in dealing with the remainder of organized labor, the present crisis on the railroads would not have arisen. If these G.O.P. leaders now fail to deal resolutely with this railway crisis in the light of the obvious circumstances which have brought it on, then theirs will surely be the blame if, in the absence of repeal or substantial revision of the Railway Labor Act, another crisis like the present one should recur. And it will recur, because the law as it stands is fatally defective.

Seniority Rights Are Valued

Comparative peace existed under the Railway Labor Act from its enactment in 1926 until the time of the Roosevelt regime because the unions were in a chastened frame of mind as the result of their disastrous loss of the 1922 shop strike. Peace continued to exist after President Roosevelt had made it plain that strikers took little if any risk—because the worried railways, for fear lest

a worse fate overtake them, accepted for a time everything the unions insisted upon under the framework of the act and in addition to it. This went on until the end of 1943, when, as always happens, extortion was carried to intolerable lengths and the resistance of the railroads began to stiffen. Since then, the shortcomings of the Railway Labor Act have been apparent to anyone not wilfully blind or allergic to incontrovertible evidence.

Industrial peace can be achieved with relative ease on the railways if Congress (1) will curtail or abolish the privilege (it can never be deemed a right) the unions now enjoy to conspire to strike on more than one railroad at a time and (2) will remove the restrictions which prevent individual railroads from fighting a strike (e.g., the prohibition against the interstate transportation of strike-breakers). *In an industry where seniority rights mean as much to employees as they do on the railroads, strikes will not occur in the absence of intolerable provocation unless striking is made a perfectly safe activity*, with no possibility that the strikers will ever lose. The railways and their employees will regain the reputation for industrial harmony which they have unfortunately lost, if Congress will reinject into striking some of the element of risk which the Railway Labor Act unwisely removed.

INDUSTRY COOPERATION BRINGS MAXIMUM BENEFITS

One of the finest examples of cooperation between producers and consumers, to the advantage of both, is that which has long existed between the wood preserving industry and the railroads—largely through the auspices of the American Wood Preservers' Association. And at no time has that cooperation been more firmly established than at present—a fact that was clearly in evidence during the recent annual meeting of the association at St. Paul, Minn., reported in these pages in the May 8 issue.

The close relationship between these two interests is a "natural." It is true that the art of preserving wood antedates the railroads by thousands of years. In fact, in the book of Genesis we are told that the patriarch Noah was commanded by the Lord to apply pitch to the timbers used in the construction of the ark. Through the succeeding years history records that a number of new substances were found to have value for preserving wood, and a few American railroads were treating some of their crossties prior to 1850. But it was not until the railroads began the treatment of their

ties on a large scale during the early 1900's that a really large volume of wood received preservative treatment.

Since that time, tie treatment has become general, more than 94.3 per cent of all ties inserted in tracks in 1946—the last year for which complete figures are available—having had the application of some form of preservative. At the same time, millions of feet of poles, piles and construction timbers have been treated for railroad use. The roads for many years took the bulk of the output of the wood preserving industry and continue to be the industry's largest single customer.

It has been correctly said that the railroads were largely responsible for the growth of the wood preserving industry in the United States, and, indirectly, for many of the developments in treatments and in treating practices that have taken place during the last half century. At the same time, it can be said with equal truth that, through their major interest in the end-products of the industry, the railroads, among all consumers of treated wood products, have gained most from the industry, to mention only the huge savings that have been made through the preservative treatment of ties, the life of which has been prolonged from two to eight times in most instances.

All the way thus far the interests of the treaters and the railroads as consumers have gone hand in hand, and, valuable as this cooperation has been to date, the need for close collaboration continues unabated. In the face of an overtaxed timber supply, the need for forest conservation, and rising costs, there are still large opportunities for further advancement in both the art of timber preservation and the use of treated timber. And the field of treatment to render wood fire retardant, as well as resistant to decay and insect attack, has hardly been scratched.

WHY HANDICAP A GOOD TOOL?

Speaking before a group at the Machine Tool Forum held at Westinghouse Electric Corporation, Buffalo, N. Y., last month, Myron S. Curtis, assistant director of engineering of Warner & Swasey Co., made a statement which is of far-reaching importance to the railroads with respect to machine-tool equipment and the economies related to it. He said, in part:

"The productive capacity of any machine tool is controlled by two major factors. These are: *machining time*, that is the time actually spent in the removal or forming of metal, and *handling time*, that is the time required to load and unload the

workpiece, to change speed, bring the tools into position, etc. In order effectively to increase the productive capacity of a machine tool, attention must be given to both of these factors. If machining time alone was continually decreased, the handling time would soon be so far out of proportion that any further decrease in machining time would result in only a slight improvement in productive capacity."

Constant improvement of machine tools over a period of years has made it possible to reduce the actual machining time on many operations in railroad shops to the point where the time saving in comparison with a similar operation on machines ten to thirty years old is quite remarkable. Because of intricate design, necessarily elaborate controls and increases in the cost of manufacture, modern machine tools are priced considerably higher than the machines of ten to thirty years ago. The cost of labor in a railroad shop in the same time has gone up in many cases more than 100 per cent.

It has been pointed out frequently that a major portion of the machine-tool inventory of modern locomotive and car shops is definitely obsolete and, on the basis of better performance both as to time and accuracy of workmanship, a large part of these machines could and should be replaced. Many railroad mechanical officers do not seem to be convinced of the justification for the replacement of these machines—and in all too many cases this lack of confidence in the economic potentialities of modern machine tools arises from an erroneous conclusion drawn from what is known as the floor-to-floor time on a machining job, which is a combination of machining time and handling time. There are too many examples of railroads that have purchased expensive machines and, in the interest of what seemed to be economy, have failed to spend additional amounts necessary to equip the machines with adequate tooling and handling equipment. The result is that the purchaser is deprived of the real economies of an expensive machine because too much of the study was concentrated on machining time and not enough on the question of handling time.

The potentialities of modern machine tools on railroad machining operations are such that no railroad can hope to secure the greatest return on its investment in machine tools unless a real shop engineering job is done in surrounding the new machine with related facilities to cut down the ratio of handling time to machine time.

There are numerous opportunities for investing funds in labor-saving machines that will repay the capital cost in three years or less. When it is considered that somewhere from ten to fifteen per cent of all the expenditures for repairs to steam locomotives bear a definite relation to a machine tool, it is not difficult to see that substantial sums are involved.

DENIES YOUNG N.Y.C. DIRECTORSHIP

Adopting recommendations made last December in the proposed report by Assistant Director C. E. Boles of its Bureau of Finance, the Interstate Commerce Commission has denied the applications of Robert R. Young and Robert J. Bowman for authority to serve on the New York Central's board of directors while continuing also to hold Chesapeake & Ohio directorships and their respective present positions of chairman and president of that road. The decision, dated May 10 and made public May 14, also denied the related petition of the C.&O. and Alleghany Corporation for release of the former's 400,000 shares of N.Y.C. stock from the requirement whereby it has been deposited with the Chase National Bank, as independent voting trustee, under the trusteeship created pursuant to the commission's June 5, 1945, order approving Alleghany's control of C.&O.

The commission's adverse order in the present proceeding was based on findings that granting of the applications and petition "would be tantamount to sanctioning a violation of section 5(4) of the Interstate Commerce Act and possibly section 7 of the Clayton Act." The latter forbids any corporation from acquiring stock in another corporation when the effect "may be to substantially lessen competition" between the companies involved. Section 5(4) of the I.C. Act makes it unlawful to effectuate "control or management in a common interest" of two or more carriers, unless it is done pursuant to commission approval of an application filed under section 5(2).

No such section 5(2) application was involved in the proceeding, Messrs. Young and Bowman having filed under section 20a(12) which makes interlocking directorships unlawful unless authorized by the commission—"upon due showing . . . that neither public nor private interests will be adversely affected thereby." In that connection the report makes other adverse findings which hold that the applicants "have not shown such special circumstances as warrant a departure from conclusions stated" by the commission in previous directorship cases; and that they "have not shown that neither public nor private interests will be adversely affected" by consummation of their plans.

Alldredge Absent—Would Have Voted "Aye"

The report was unanimous, but it bears an unusual notation stating that Commissioner Alldredge, who was absent at the time of its adoption, "desires to say, however, that if he had been present he would have voted to grant the petition and applications." Another notation stated that Commissioner J. Monroe Johnson participated. Since he became director of the Office of Defense Transportation, Colonel Johnson has usually participated in the disposition of only the more important proceedings before the commission, or in cases where his vote was needed to break a tie.

While the commission used much from the proposed report (see *Railway Age* of December 13, 1947,

I.C.C. also rejects Bowman application and related petition of C.&O. and Alleghany Corporation for release of the former's Central holdings from trusteeship

page 64), it omitted some of Mr. Boles' sharpest criticisms of the applicants. Left out, for example, was the Boles appraisal of the financial transactions whereby Messrs. Young and Bowman put themselves in a position to bid for Central directorships as evidence of a "willingness to take great risks" with C.&O. funds. Like Mr. Boles, however, the commission calculated that Mr. Young has only an 0.000175 per cent interest in the assets of N.Y.C.

On the matter of "banker control" of the Central, the commission said, in a footnote, that "the alleged control is not shown on this record." In C.&O. and N.Y.C. annual reports it found information indicating that 8 of the former's 15 directors "are connected with banks and trust companies," while 6 of the Central's 15 directors have such affiliations. As to "ownership interest," the annual reports turned up for the commission this information: "As of December 31, 1947, directors of the New York Central held in their own names 46,214 shares of the company's stock. None held less than 100 shares. As of the same date directors of the Chesapeake & Ohio held in their own names 2,862 shares of the company's stock. Three, including Applicant Young, held 10 shares each. Applicant Young represents the 516,234 shares owned by Alleghany. What holdings of New York Central stock, other than their own, may be represented by New York Central directors, or the amount of such holdings, is not shown."

Wanted Voice in A.A.R. Affairs

In another place the commission noted the applicants' statement that they considered the N.Y.C. stock "a sound investment," and then went on to assert that "the stock was not acquired as an investment." One of the purposes for which it was bought, the report added, was "to effectuate an association" between N.Y.C. and C.&O.; and "the record indicates that there were also other reasons for the purchase."

The latter statement is elaborated upon in a footnote which quotes some of Mr. Young's testimony, including that wherein he indicated his expectation that acquisition of a voice in N.Y.C. would give him a voice in affairs of the Association of American Railroads. The footnote went on to recall that Mr. Young had also said that acquisition of the Central stock might make him and his associates "more persuasive"

in selling their proposed "reforms in railway service and operations" to the A.A.R. As the footnote put it, Mr. Young made this statement "after claiming credit for bringing about competitive bidding in the marketing of railroad securities, the inauguration of through passenger service (without changing trains at Chicago or St. Louis) and the elimination of black markets in Pullman reservations, largely through advertising and appeals to the public."

Dealing with the testimony, which laid "great stress . . . on the benefits which it is asserted the Chesapeake & Ohio can bring to the New York Central in the handling of its passenger traffic," the commission also found in the record evidence showing that, during the 1936-46 period, the C.&O. "accrued a loss of more than \$47,000,000 from its passenger operations," while the Central was "accumulating a profit of over \$34,000,000." The annual C.&O. deficit from passenger operations, the report added, "has increased from \$5,436,000 in 1936, the year preceding the year in which Applicant Young became associated with the Chesapeake & Ohio, to \$7,810,000 in 1946, while the management of the New York Central was turning a deficit of \$8,230,000 for 1936 into a profit of \$1,250,000 for 1946." Here also was cited testimony of a witness for the applicants who "admitted that the management of the New York Central is alive to the passenger problem, and referred to improvements being made and new equipment being ordered for its passenger service."

Unification Evidence "Irrelevant"

As noted above, the Young and Bowman applications were filed under section 20a (12), and the commission tested them under principles it has laid down in previous cases arising under that section. In the absence of an application under section 5 (2), it rejected as "irrelevant" all evidence "relating to control of the New York Central or ultimate unification" of that road and the C.&O.

In offering such evidence the applicants pointed out that, when the act's consolidation-plan provisions were in effect, the commission generally authorized interlocking directorships if the railroads involved had been assigned to the same system under the commission's consolidation plan. The commission's answer was that repeal of the consolidation-plan provisions by the Transportation Act of 1940 ended its authority to make any such "predetermination as to carriers which might in the public interest be consolidated or otherwise unified."

Previously the report had referred to testimony wherein the applicants and petitioners had said "that if they are permitted to proceed with their plans there may never be an application for control"; there might instead be a proposal "at some future date" for "a 'side-by-side' unification," but that "would depend on many things" and "many factors not presently foreseeable." "Petitioners and applicants," the commission went on, "thus seek to justify their petition and applications on the basis of benefits to the Chesapeake & Ohio, the New York Central, and the public, which by the applicants' own admissions may never come about, but which in effect require us to prejudge a matter which is not and may never be before us."

Discussing the proposed modification of the trusteeship conditions to permit release of the N.Y.C. stock, the commission stated that those conditions were imposed for the purpose of obtaining assurance from the C.&O. and other respondents in the 1945 proceeding "that if the provisions of section 5(4) had been or were being violated, no further violations of those provisions should occur." After reviewing at some length the testimony of Messrs. Young and Bowman as to the roles they hoped to play as N.Y.C. directors, the commission summarized its appraisal of the stock-release proposal as follows:

The Trusteeship Conditions

"From the record it is clear that modification of the order of June 5, 1945, so as to permit the Chesapeake & Ohio to acquire legal title to the 400,000 shares of New York Central stock and exercise the voting rights incident thereto and to allow applicants to serve as directors of the New York Central is intended to give them power to control the policies of that carrier. It is also clear that it is the purpose of applicants, if they are permitted to serve as directors of the New York Central, to effectuate the control, or at least the management, of that company and the Chesapeake & Ohio in a common interest. Under the provision of section 5(4) this is unlawful unless authorized as provided in section 5(2), which is specific as to the nature of the transactions we may approve. Section 5 (2) gives us no authority to approve management in a common interest through the use of common directors or officers."

Coming to its consideration of the directorship applications as filed—under section 20a(12)—the commission asserted that the applicants there had "the burden of making an affirmative showing sufficient to convince us that neither public nor private interests will suffer." It went on to set out the norms developed in previous directorship cases for determining whether the required showing had been made.

Those previous decisions, as the commission summarized their rulings, have held that: "(1) A showing of the absence of competition between the carriers involved is essential, and this is even more important since enactment of the Transportation Act of 1940 than prior thereto; (2) even in the absence of direct competition of parallel tracks, if either carrier has an election, as between the other carrier and another road or roads, as to routing of traffic at interchange points, public and private interests will be adversely affected by an interlocking directorate; (3) the applicants must show that there are no existing or prospective conflicts between the interests of the respective carriers, e.g., if there are prospective negotiations between the carriers in question for consolidation of their properties, no person, regardless of his high character, should be asked or permitted to sit on both sides of the table'; (4) the applicants must show that the interlocking positions 'will not tend to accomplish or effectuate the control or management in a common interest of the carriers' and 'will not tend to interfere with the independence of those carriers'; and (5) because of the importance of maintaining complete independence and impartiality between major railroad

(Continued on page 50)



NEW YORK CENTRAL

OFFERS CORRESPONDENCE

COURSE IN PUBLIC RELATIONS TO ITS EMPLOYEES

The New York Central System recently added a correspondence course to the public relations curriculum it has been operating for employees during the past several years. Designed to reach those employees who, because of unusual working hours or varying locations, particularly in train service, have been unable to take advantage of the conference class courses held at various points on the system one night a week for six weeks, the new course also is available for employees who have graduated from the classroom course. L. W. Horning, vice-president, personnel and public relations, in announcing the new course, said that over 50,000 employees have attended the conference courses. (See *Railway Age* of July 8, 1944, and June 24, 1944, for a description of the classroom courses and the instruction methods.)

Consisting of four short, illustrated sections entitled "How Good Will and Money Work on the Central," "How to Win More Friends," "Your Part in Moulding Public Opinion" and "Getting Ready for That Promotion," the new course, for which more than 5,000 employees already have enrolled through their individual supervisors, emphasizes the value of employee courtesy whether on or off the job, lists numerous practical methods for improving relations with the public and provides basic knowledge about the operations and economics of the company and the relationships of its customers, employees, management and investors. Sections are sent to employees separately. Each one ends with a list of questions and after each question five possible answers are given. The employee is asked to check the correct answer to each question and mail the list directly to the road's Personnel department in New York.

After the answers are graded, the next section, plus the graded paper, is returned to the employee at an address designated by him, and so on, until the course has been completed. A binder is furnished in which the

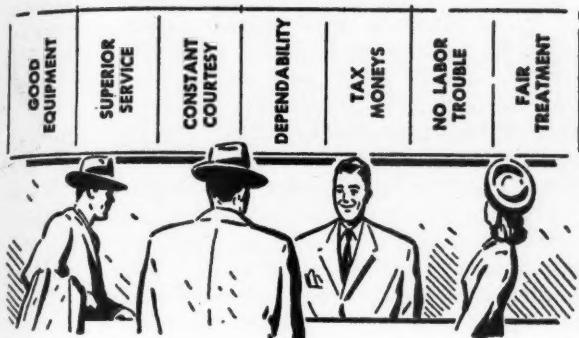
four sections may be saved for future reference. Grades are strictly confidential between the employee and the Personnel department. At the end of the course any employee with a grade of 75 per cent or better will be awarded a certificate attesting to his proficiency. To average 75 per cent, employees must answer correctly 39 of the 52 questions which are spread over the four sections. Three accompanying illustrations are from section one of the course.

Public Relations Defined

Public relations is defined in the introduction to the course as "the contacts you make every day—on the job, and with your neighbors and friends. They are the words you speak, the smile on your face." If the employee is friendly and courteous, the introduction adds, and if he knows facts behind the operation of the railroad, the chances are he will be held in high regard by his supervisors and fellow Central employees and by his neighbors and friends.

"Expressed briefly," it continues, "good public relations means thinking of the other fellow—doing for him just what you'd like to have him do for you, if he were in your shoes. It's just as simple as that. And it doesn't cost you a cent to have good public relations. All you need do is invest a little time in this easy course, and practice what you learn. It can pay you big dividends! Naturally, the New York Central also stands to gain. The stakes are high in the struggle for favorable public opinion. For example, almost everything the public says about railroads in general has a direct effect on us, because informed public opinion is the basis of national and state legislation and policies. If Central employees are universally recognized as courteous, informed and helpful, more passengers and shippers will use Central service instead of using competing forms of transportation. The battle

THE PUBLIC WANTS



THE INVESTOR WANTS



for the transportation dollar is becoming increasingly competitive. The more we can increase our share, the better it is for all of us. It means more new equipment and facilities and other benefits for both our employees and customers, and more job security and more opportunities for promotion for employees."

Section one of the course describes briefly the beginnings of modern business, showing the origins of three groups important in every business enterprise: the employees, the management and the owners. The interdependence of these groups, and how they must work together to meet the wants of the public, is then indicated by an extended discussion of their actual relationships in the New York Central.

Employees are reminded that the fundamental purpose of business activity is to satisfy human wants, to produce the goods or services which the public will buy, and that if these desires are satisfied at a reasonable price, and the service is of good quality, the public will support the business. Furthermore, "to have public opinion of the Central be as favorable as possible, we must organize our activities so that they will impress the public with force and clarity. Every employee can help—the railroad *and* himself—by 'selling' the Central to his friends and neighbors at every opportunity. It's all reflected in your working conditions and your pay check. . . . To the public, the Central is always *you* and many thousands of employees who represent it on and off the job. Advertising and publicity alone cannot create good public relations, though they can help immensely in calling our deeds to public attention if the employees back this with courteous deeds."

Typical Questions

Typical of the 14 questions to be answered by the employee are the following:

(A) Good will is so important to a business that it is recognized as all except one of these (check the wrong one): 1—Public confidence in the business. 2—Public acceptance of the firm's goods or services. 3—A responsibility of only the management. 4—A factor in the increase of business volume. 5—Having definite value in terms of money.

(B) The Central's investors have provided tools, equipment and facilities, representing an average in-

vestment for each employee of: 1—\$9,000. 2—\$3,000. 3—\$10,000. 4—\$18,000. 5—\$25,000.

(C) Under the Transportation Act of 1920, Congress established 5.75 per cent as a fair rate of return. Since then the railroads have earned this amount in: 1—No year. 2—During the war years 1942-1945. 3—The decade 1930-1940. 4—The period 1924-1928. 5—1929.

The "more satisfied customers we have, the better it is for all of us," is the theme of the second section. Satisfying the public, it is pointed out, is a job for all employees, including those who have indirect contact with the public as well as those who have direct contact. Among those who have indirect contact are engine crews, maintenance crews, roundhouse forces, shopmen and section hands, whose cooperation is essential in providing a service that is efficient, satisfying and safe. For those employees whose contact with the public is direct, stress is placed upon courtesy, personal appearance, alertness, poise, tact, keeping alibis to the minimum and performance to the maximum, and writing letters with a personal touch.

Three of the 12 questions on this section are:

(A) Perhaps the greatest single factor for further improvement of railroad service would be 1—Cutting rates. 2—Paying more taxes. 3—Friendly courtesy in every situation. 4—Better bargaining procedures. 5—Air-conditioned stations.

(B) Politeness is important in every human contact on the railroad, for it: 1—Indicates an employee's interest in just himself. 2—Emphasizes an employee's desire to impress his superiors. 3—Is a mark of favoritism. 4—Reveals employee consideration of the rights of others. 5—Is the way to be certain of getting big Christmas gifts.

(C) The railroad can gain complete good will only when: 1—Customers get over a habit of growling. 2—The public is ready to extend it. 3—Every employee does everything he can to make our customers happy. 4—It is approved by the brotherhoods. 5—It is authorized by the Interstate Commerce Commission.

"Both on and off the job," section three says, "every employee has his individual circle of friends and acquaintances. . . . The number of contacts varies widely from employee to employee . . . [but] even if contacts by all employees average only ten people a day, the Central's 136,000 employees make well over



Augustus Hart, superintendent of the New York Central's Hudson and Mohawk divisions, presenting William J. Fitzpatrick (center), passenger brakeman, and Henry F. Brixius (right), passenger conductor, with their copies of the road's new correspondence course in public relations. Mr. Brixius and Mr. Fitzpatrick, who were the 5,000th and 5,001st enrollees in the new course, received their copies at Albany, N. Y., between runs.

a million personal contacts every day! Here is a remarkable opportunity to build up the Central and your job. Scientific opinion surveys show that people almost always believe what you say about the place where you work." In addition to emphasizing the importance of this opportunity for increasing favorable opinion of the railroad, section three includes a 12-point guide to making successful speeches for those employees who might be asked to give talks about the Central to community clubs or other groups.

Forms of transportation competing with the railroads, and the amount and types of traffic handled by each, as well as the effects on the taxpayers and the railroads of the government subsidies given to these competitors, also are discussed in this section. The question of land grants to railroads is placed in its proper setting by a review of its history and a recounting of the sums—vastly in excess of the original cost of the lands—paid back to the government by the railroads through rate reductions. The section closes with an exposition of the vital need for a sound transportation policy, developed according to the merits of each competing agency and placing all competing forms of transportation on an equal footing.

Among the questions asked on the information in section three are the following:

(A) Through your many daily contacts with the public on and off the job, you should strive to create more favorable opinions for the Central because of: 1—Your large stake in the welfare of the company. 2—A desire to intervene in someone else's job. 3—Its value to the management. 4—Its effect on regulatory agencies. 5—Your status as taxpayers.

(B) The airplane's great advantage over surface transportation is: 1—Low cost. 2—High pay-load ratio. 3—Flexibility and speed. 4—Ability to stop quicker. 5—Regularity of service.

(C) Subsidies to the air lines include all except (check the wrong one): 1—Special old-age pensions for pilots after 20 years' regular service. 2—Extra payments for transportation of air mail. 3—Detailed weather reports. 4—Airport facilities at little or no cost. 5—Intricate navigation aids.

According to a *Railway Age* poll, says the final section of the Central's correspondence course, five out of every eight railroaders said they would choose railroading as a career if they had to make a choice again. Outside the industry as well as within, the employee is reminded, the opinion of railroad employment is excellent. The particular advantages accruing to railroad employees in general, and New York Central employees in particular, are examined, including wages, retirement and unemployment benefits, stability of employment, pass privileges and opportunity for advancement. To get "ready for that promotion" three primary points are listed: First, there is no substitute for knowing and doing your own job well. Second, it helps to learn enough about the next-highest job so that you will be reasonably able to fill it when there is a vacancy. Third, one must have an ability to get along well with other people. The section closes with a discussion of the "success secrets" of supervisors.

Questions like the following comprise the final test:

(A) The direct pay of the average railroad employee in 1946 was \$3,069, which was: 1—Substantially less than the money paid the average factory worker. 2—\$143 below the pay of mining employees. 3—Below the average compensation of farmers. 4—More than the average pay of any other large group of employees and nearly \$1,200 above 1939. 5—The result of N.R.A.

(B) President G. Metzman and his predecessor, the late F. E. Williamson, started their railroad careers as: 1—Clerks. 2—Rodmen. 3—Track laborers. 4—General managers. 5—Car foremen.

FREIGHT HANDLING COSTS—CORRECTION

The table showing the reduction in handling costs resulting from the mechanization of operations at the Pennsylvania's Polk street freighthouse in Chicago, presented on page 44 of the May 8 issue of *Railway Age*, did not add up properly due to the omission of a line of figures and the juggling of some of the figures in the typesetting. The totals, however, were, in each case, correct. The table, which showed the costs per ton for handling freight in August, 1947, a period of complete mechanization, as compared with the handling costs in August 1946, a period prior to mechanization, should have read as follows:

Inbound Freight	Cost Per Ton — Cents		
	August 1947	August 1946	Increase or Decrease
Labor—track level	194	218	D 24
elevation	25	32	D 7
street level	281	351	D 70
Total Labor	500	601	D 101
Cost of pallets	1	—	I 1
Maintenance of equip.	13	—	I 13
Fuel & lubrication	2	—	I 2
Total	16	—	I 16
Total — All Costs	516	601	D 85

THE OUTLOOK FOR COAL AS RAILROAD FUEL

Heavy replacements of coal with Diesel fuel reported for the eastern railroads—Comparative tests indicate that double-screened coal can justify a price differential of 10 per cent by tangible performance improvements—Intangible effects considered of even greater value

The paper of which this article is an abstract was presented before the April meeting of the New York Railroad Club by Earl C. Payne, consulting engineer, Pittsburgh Consolidation Coal Company, and chairman of the Motive-Power Committee of Bituminous Coal Research, Inc., as well as a member of the Steering Committee of the Mechanical Advisory Group, Locomotive Development Committee. His paper followed that of Dr. W. J. Sweeney, vice-president of the Standard Oil Development Company, which appeared in the May 1 Railway Age, page 42. The two papers, together with a number of questions, answers, and comments which followed their presentation, give well-balanced pictures of the present fuel situation from the viewpoints of the two great sources of transportation fuel.

The immediate and near future of coal for locomotive fuel is dependent upon the continued use of steam motive power. The newspapers have recently carried a brief mention of the report that the three large builders of steam locomotives have submitted to the secretary of defense and the Association of American Railroads. These builders have asked for a declaration of policy concerning the future purchases of steam motive power because, during this Diesel buying spree, they have had practically no steam locomotive business. These three companies have approximately \$35,000,000 invested in facilities to build steam locomotives and cannot maintain this equipment and hold together the necessary manufacturing and engineering organization if the present trend continues.

The coal industry is also interested in this decision. A severe decline in the use of steam locomotives will require some future sales plans for the locomotive fuel being displaced. The rapid growth of the utility business will absorb much of the lost locomotive fuel, but if steam locomotives must carry the major transportation burden of this country in peace and in future wars, then the coal industry should provide facilities to supply the quality and preparation that is best suited for their use.

If the railroads and the government are unwilling to place orders now for new steam power, the builders should be told what they can expect. In any case, reasonably modern locomotives under 20 years old should not be scrapped because they will be needed, and fast, if we get into a war.

Coal for Freight Service

In my opinion, the bulk of the freight traffic will stay with coal for many years. Several factors seem

to justify this conclusion. The petroleum industry is just beginning to publicize its problems in meeting the demands of this country for gasoline and the distillates used for domestic heating and Diesel engines. The known reserves show a precarious margin when compared with the accelerating demand for liquid fuel. Some of the oil companies have advertised and stated publicly that the solid-fuel industry should take over the "burden" of heating American homes, and every industry and utility now using distillate and residual oils is being warned that future supplies for space heating and steam generation will be limited and that conversions should be made back to solid fuel.

The reserve supply and production situation of petroleum is further emphasized by the government's proposal to sponsor a \$9-billion synthetic-fuel industry which is supposed to prevent a shortage of liquid fuel, particularly in case of a national emergency. If such an emergency is not imminent, then it should be recognized that natural economic factors will eventually force the growth of a synthetic-fuel industry as soon as commercial processes are perfected and as soon as the synthetic products can be manufactured and sold in a competitive market.

One of the best ways to make available natural petroleum for these specialty uses in which solid fuel is entirely unsuitable is to stop the use of oil for such ordinary applications as space heating and steam generation—places where coal, with modern equipment, can be used with equal convenience and efficiency. Keep in mind that when coal and natural gas are converted to synthetic liquid fuel, over half of the heat value of the natural product is lost in the process. Also, this wasteful sacrifice in energy reserve to make oil from coal or natural gas can only be accomplished at a fabulous cost which, today, must be largely taxpayers' dollars. These conversion facilities will require a tremendous tonnage of badly needed steel (12 to 14 tons per barrel of capacity as compared to $\frac{3}{4}$ tons per barrel for natural petroleum refineries). It, therefore, seems of immediate importance that the billions of gallons of oil that are now being unwisely used, particularly for the generation of steam and heating by industry, be diverted into fuel channels in which natural coal will probably never be an acceptable substitute.

How Much Coal Has Been Displaced?

Possibly you may like to know how much coal is being replaced by Diesel oil on the eastern railroads. The Interstate Commerce Commission reports show that the eastern carriers in 1947 used approximately 50 million tons of coal and Diesel oil equivalent to

about 7.2 million tons. The two big carriers in this group used about 25.9 million tons of coal, and Diesel oil equivalent to 1.6 million tons. The Dieselization program already announced by these two roads will probably displace another 4.5 million tons of coal. In classes of service the eastern carriers use Diesels for 25.2 per cent of the total freight switching hours, 10 percent of the gross ton-miles of freight and 20.7 per cent of the passenger-train car-miles were hauled by Diesels.

Exclusive of electrification, the New England railroads are approaching complete Dieselization, and the other roads in the east range from less than one per cent to almost 100 per cent Diesels. If we take a pessimistic average of an eventual one-third Dieselization of these eastern roads, approximately 18 million tons of coal business, based on present traffic levels, may be lost. Unfortunately, when the time comes that current traffic levels are reduced, the steam locomotives which now average more than 20 years of age will be taken out of service and the newer Diesel locomotives will be used, assuming, of course, that adequate distillate fractions of petroleum are then available to carry all of the country's transportation and the needs in the military, civilian, and domestic heating fields.

Information has reached me from several eastern railroad men that their companies have about completed their Dieselization programs. The rapidly accelerating price of Diesel oil and the short supply situation, already noticeable, are evidently changing the competitive position of modern steam and modern Diesel locomotives.

Smoke, Cinders and Fly Ash

The public clamor for elimination of smoke and fly ash has undoubtedly been a major factor in the purchase of Diesel power. It is unfortunate that the representatives of the people in government have not been advised of the economic consequences of forcing conversions to oil simply to eliminate coal smoke and fly ash. This nuisance has been with us for more than a century and its immediate abolition should not be forced by stringent laws without regard to the full impact on the supply of heating oils which that same public uses. It is my firm belief that a well-informed people will not be unreasonable in their smoke demands if they are confident that the immediate abolition of all coal smoke is not in their best interests.

[Mr. Payne then read a letter which he had written in response to a request for information concerning the problems of smoke elimination by a member of a state legislature. Excerpts from this letter are quoted.]

"During the past several years, the Motive Power Committee of Bituminous Coal Research, Inc., has participated in certain research and development work on behalf of the coal industry, and a number of the railroads to improve the availability, fuel performance and operating cost of steam locomotives. We have been particularly active in research projects which have as their objective the reduction of objectionable smoke and the emission of fly ash from the conventional freight, passenger and switching locomotives....

"The pronounced trend to oil-burning Diesel loco-

motives, is, in a great measure, the result of "cracking down" on the smoke performance of coal-fired steam locomotives. Locomotives are popular disciplinary targets because they are conspicuously moving about and hundreds of people see every whiff of smoke from these fascinating work horses of transportation. Conversion to Diesel locomotives is a hazardous and expensive way to cure smoke problems. The capital investment for new Diesels and the scrapping of steam locomotives which are not obsolete is a tremendous financial burden that the public finally must pay for with still more increases in freight rates and passenger fares. Commuter service is particularly vulnerable to these increases because of the inherent inability efficiently to utilize available motive power throughout the day. The construction of new locomotives, at this time, to permit compliance with smoke laws will also divert available steel from many channels of greater economic benefit to the country as a whole. . . .

"The deficiency of transportation oils, both Diesel or heating distillates and gasoline, is so serious that it may affect our country's security in any future national emergency. Even though new refineries and more tank cars and pipe lines may alleviate the present shortage, it should be evident that the promiscuous use of this luxury fuel must be curbed until new oil reserves are discovered at a rate greater than the accelerating rate of use. This supply and demand situation is so serious that the government is proposing a \$9 billion synthetic program.

"Most synthetic fuel processes are in the laboratory or pilot-plant stage and future producers of synthetic Diesel oil and gasoline from oil shale, natural gas and coal certainly cannot correct the deficiency of natural petroleum or produce it at a competitive cost within the next ten years or more. A national emergency in the next decade will find the military machine using all available Diesel oil and gasoline in the defense of the country and if the railroads are to become more and more dependent on oil for their motive power, they had better put the coal-burning steam locomotives in moth balls because coal will have to carry the rail transportation burden as it did in the last war. Incidentally, the domestic oil user will probably be cut off completely instead of being rationed as was done during the last war....

"Bituminous Coal Research, Inc., the national research agency of the coal industry, and the railroads are financing and actively cooperating on many research projects which are expected to improve the overall operating cost and the general acceptability of motive power using coal for fuel. Intensive research work is now in progress to reduce the emission of smoke and cinders from conventional locomotives. The over-fire air jets are giving excellent smoke performance on stationary boilers and switching locomotives and are even of considerable help on road locomotives, particularly in operating around terminals. Additional research work, however, must be done and this will require time before we can obtain universal public approval of the smoke performance of existing conventional locomotives.

"Concerning your inquiry about the use of low-volatile coal and mixtures of bituminous and anthracite, the use of locomotive fuel of lower average volatile content may be helpful to careless firemen but it is

no guarantee of smokeless performance. Although one may get some little improvement in smoke performance, the low-volatile coal is finer in consist, slower in ignition and there will be a substantial increase in the emission of cinders and fly ash from the locomotive stack when it is being used at higher burning rates.

"For the last several years, there has been a shortage of properly sized and mechanically cleaned coals which are the most suitable for locomotive use. . . . Unfortunately, it has long been the custom that during periods of scarcity and emergency, the railroads use the coals that are left over after all other coal consumers, with more critical needs, have been supplied with the better quality coals. This coal situation is now at the turning point and it is quite probable that during the next two years there will be a substantial improvement in the availability of more satisfactory locomotive fuels. . . .

"A few short years will bring progressive results without unreasonable costs and without jeopardizing the ability of our railroads to meet future transportation demands with the fuels economically available."

The Sized-Coal Problem

For several years your speaker has been recommending the use of a better quality, well-prepared double screened coal for road locomotives instead of the run-of-mine coal which the railroads have always used. Quite recently many test-plant investigations have been made, road tests have been conducted, and comparisons have been made with groups of locomotives in commercial operation to obtain data on the increased value of egg coal. A major change in locomotive fuel size and quality is necessarily a long-range program because the coal industry must build new tipple facilities and revise its sales distribution in order to supply this type of coal for locomotive use. It also takes a bit of proof (to put it mildly) to convince the railroads that they are justified in paying a higher price for a better coal.

Eight of the eastern railroads are now using double-screened coal on their road locomotives and several of them have decided to buy every ton of it they can get in the present market. These roads now using egg coal have factual information showing improvement in the range of from 6 to 20 per cent in better evaporation, higher capacity, and improved boiler efficiency. These bare facts show more than enough to pay the additional cost of egg coal for both on-line and off-line railroads.

In addition to these tangible facts, there are many intangible benefits which are in my opinion of greater value in reducing the overall cost of operating steam locomotives. Better quality and better preparation improve smoke performance, reduce stack emission, reduce maintenance, increase reliability, and improve availability. These intangible factors, in which the steam locomotive has been deficient in its competition with the Diesel locomotive, have also in some measure been responsible for the Diesel preference when purchasing new motive power. Better coal on a modern steam locomotive will give a cost and a performance that is quite comparable with the best Diesel locomo-

tives available. Therefore, if better locomotive fuel is used by the railroads, then the outlook for coal is good. If they continue the purchase of unsuitable coal, the outlook is not at all promising.

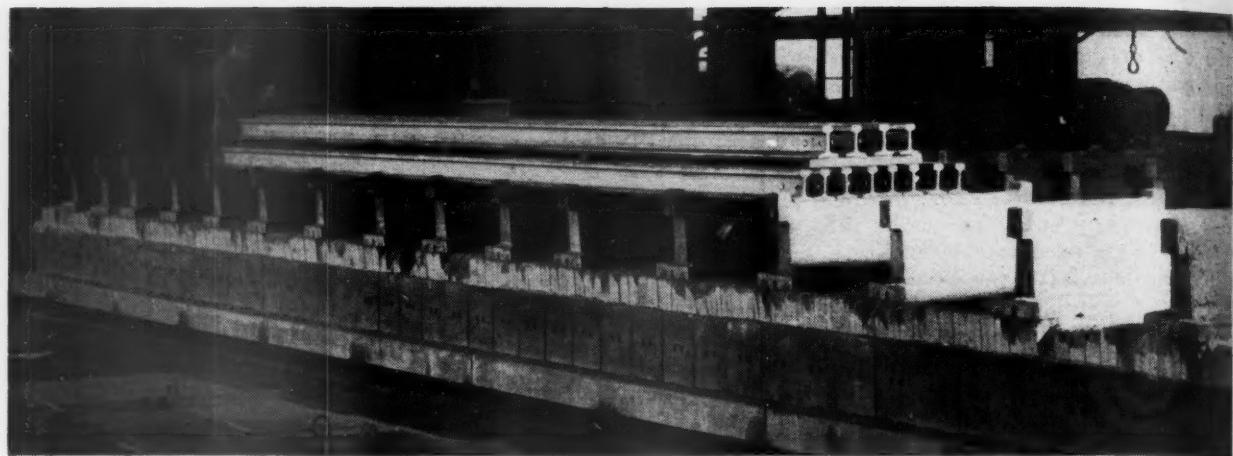
The New York Railroad Club is composed of railroad men who are directly or indirectly interested in the future of the railroad industry. It would be my suggestion that you form a fuel resources and fuel uses committee to get at the facts and study this problem of fuel supply and demand, and then make your own conclusions. If you believe, after you know all of the facts, that the steam locomotive is obsolete, say so; and if you believe that coal should be retained as the major supply source for conventional locomotives or for new coal-fired locomotives to be developed, then say that also, with your words of caution. Major differences of opinion usually occur when insufficient factual information is available and that is why the fact-finding committee is recommended. This paper has made no attempt to present the mass of facts and statistical information on this subject which is in my possession. You would have more confidence in the facts developed by your own committee.

You may judge from my remarks on the future of coal for locomotive fuel that I have confidence in the continued use of coal in its natural state for railroad motive power. The economic evolution of railroad motive power is toward electrification, not Dieselizeation. Few of us in this room will ever see atomic-power locomotives, but most of us will see coal being used directly by steam or gas-turbine locomotives, or indirectly by electric locomotives using coal-made power, for coal—like it or not—is the only foreseeable energy source for railroad motive power.

In answer to a question as to how many years it would take to work out a supply of sized coal for the railroads, Mr. Payne said that all sized coal now produced is sold and that one difficulty is that the railroads will take sized coal one month and then not take any the next month. They have not, he said, standardized on such coal at the premium price which they have to pay.

In answer to the question as to the cost of sized coal compared to run-of-mine, Mr. Payne said that in the case of the high-volatile coals from Districts Nos. 1, 2, 3, and 4, from which the eastern roads get most of their coal, the price differential is usually about 5 to 6 per cent above the mine-run price; that is, from 25 to 35 cents, possibly 50 cents a ton higher. It is easy, he said, to justify a differential of 10 per cent by the better performance. He cited a case in which tests showed that 95 lb. of run-of-mine coal and 66 lb. of sized were burned per 1,000 gross ton-miles. A test between locomotives fired with mine-run coal and double-screened coal, he said, showed that it was possible to run between origin and terminal day in and day out without a smoke violation from the double-screened coal where they had been unable to run in either direction without a violation when burning mine-run coal.

Questioned as to what the mines would do with the slack accumulating from the production of double-screened coal, he cited one district which in the past six years had developed a new business in the utility and industrial field for 32 million tons of slack coal—more than the district produces.



Switch rails loaded on truck ready for heating preparatory to quenching in oil

HEAT TREATING SPECIAL TRACKWORK AT BETHLEHEM'S STEELTON PLANT

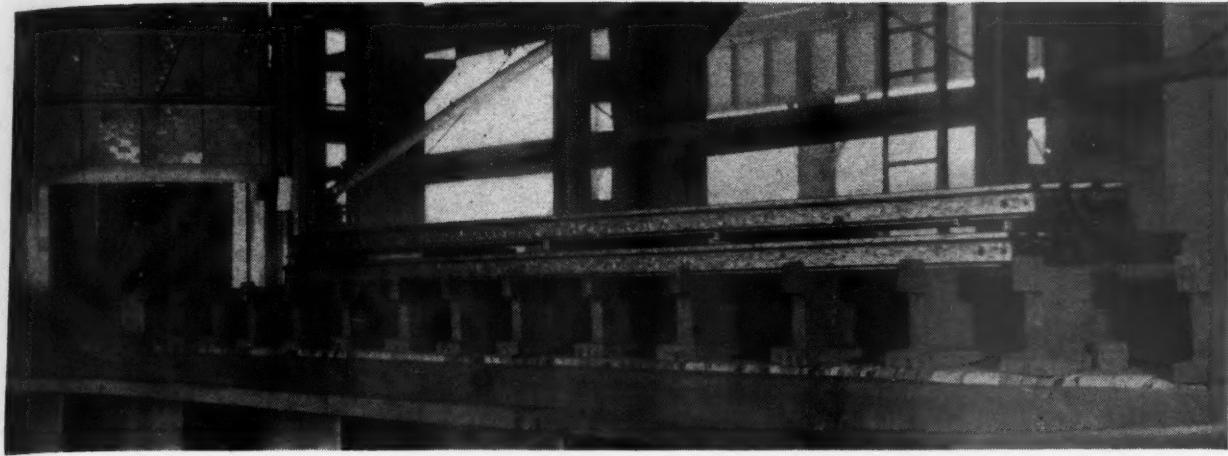


For a number of years the Bethlehem Steel Company has been equipped at its Steelton (Pa.) plant for the heat treatment of crossings, frogs and switches. In this treatment the entire cross-section of each assembly is hardened and toughened uniformly by an oil quench, followed by a tempering operation.

The equipment provided for the heat treatment consists of two units, one for small and medium-size assemblies and the other for larger ones. Each unit consists of two car-bottom furnaces of identical size and

Left—Load descending into quenching tank. Oil is circulated through cooling system to maintain desired temperature. Below—The quenching operation completed, these switch rails are now ready for the tempering furnace





Switch rails on truck just before entering the tempering furnace. Temperatures in both heating and tempering furnaces are carefully controlled

construction, one for heating prior to quenching and the other for tempering, and a rectangular quenching tank. In general the procedure is to heat the assemblies to the desired temperature, transfer them quickly to the quenching bath, and then, when this operation is completed, send them to the tempering furnace.

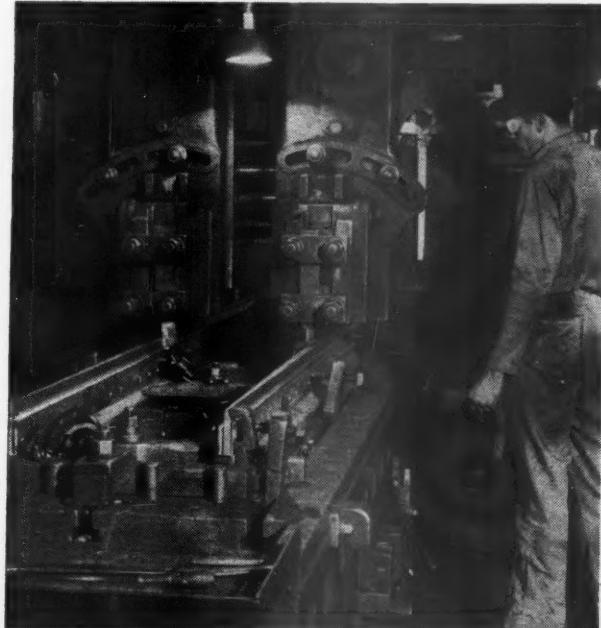
Brinell hardness checks are made on test pieces from every treatment charge. By varying the chemical composition of the metal and the treatment cycle different Brinell hardesses are obtained to suit demands.

Rails to be fabricated into crossings or bolted-rail frogs are first sawed to size, bent, planed, drilled and assembled with temporary bolts. The assemblies, including the fillers, are then heat treated, after which they are disassembled and the individual pieces straightened as necessary and cleaned by shot blasting. They are then reassembled and inspected.

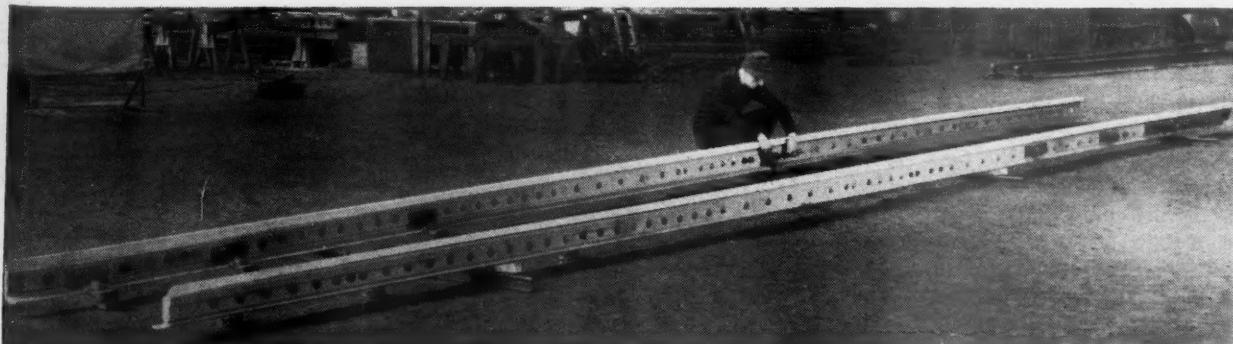
Rails from which switch points are to be produced are usually heat treated before any machining work is done. After being heat treated such rails are straightened, cleaned, assembled with reinforcing bars, and drilled to provide rivet and bolt holes. After the alignment and vertical bends have been put in on a press the pieces are planed, then again taken to a press to remove planing distortion and to give them proper alignment and curvature. Sockets, clips, and other parts

are then attached, an accurate contour is ground at the extreme point—and the assembly is then ready for inspection.

The pictures on these pages show some of the steps in the production and heat treatment of switch points.



Right—Plane used for planing 30-ft. and 45-ft. switch points after heat treatment. Below—Two completed 45-ft. switch points on assembly floor for final inspection



HOUSE PASSES BULWINKLE BILL

Approves anti-trust-relief legislation with provisions limiting scope to agreements relating to rates and charges—measure now goes to conference committee for reconciliation with different Senate version

The House of Representatives on May 11 passed its committee on interstate and foreign commerce's version of the Bulwinkle bill which includes provisions limiting the grant of anti-trust immunity for carrier joint agreements to those "relating to rates, fares, classifications, divisions, or charges (including charges between carriers and compensation paid or received for the use of facilities and equipment), or rules and regulations pertaining thereto, or procedures for the joint consideration, initiation or establishment thereof." The Senate version of this legislation—the Reed bill which was passed by that body last June—contains no such limitation, and would thus grant immunity for all joint actions approved by the Interstate Commerce Commission, including those relating to services and schedules as well as rates.

While the House passed its own bill, it retained the number of the Senate-approved bill S. 110, amending the latter by striking out all after its enacting clause and substituting the provisions of the Bulwinkle bill, which had meanwhile been amended as proposed by the House committee on interstate and foreign commerce.

This maneuver sent the measure to a Senate-House conference committee which will reconcile the two versions.

Vote Was 271 to 53

On the House roll call, the vote was 271 to 53, with 107 members recorded as not voting. The Bulwinkle bill, which was H.R.221, was introduced by Representative Bulwinkle, Democrat of North Carolina, who has sponsored similar legislation for several years; Senator Reed, Republican of Kansas, sponsored S. 110. Passage of the latter by the Senate, where the vote was 60 to 27, was reported in the *Railway Age* of June 21, 1947, page 1252.

Among other differences between the House and Senate versions is the latter's provision stipulating that enactment of the bill will not affect Georgia's anti-trust complaint against eastern and southern railroads, which is now pending before the Supreme Court's special master, Lloyd K. Garrison. This was the so-called Russell amendment, its sponsor having been Senator Russell, Democrat of Georgia. The House voted down a similar amendment, which would have applied not only to the Georgia case, but also to the so-called Lincoln case—the Department of Justice's anti-trust complaint against the Association of American Railroads and western roads, which is pending in the federal court at Lincoln, Nebr. The amendment was proposed by Representative O'Hara, Republican of Minnesota, a member of the interstate commerce committee, who filed a minority report when the bill

was reported favorably by that committee last July. The House also rejected another proposed amendment which would have removed from the scope of the bill "any rates which shall exceed the rates charged for like service in any other geographical area." This was proposed by Representative Poage, Democrat of Texas.

The provision limiting the grant of anti-trust immunity to pacts relating to rates and other charges was an amendment sponsored by the interstate commerce committee and adopted on the floor of the House. As noted in the *Railway Age* of May 8, page 63, the committee had previously announced its plan to propose such an amendment. Speeches made in support of the bill by the committee's chairman, Representative Wolverton, Republican of New Jersey, and by Representative Bulwinkle, who is also a member of the committee, indicated that the limiting provision was added because it was felt that some members, who favored covering the rate pacts, were not without misgivings as to the inclusion of agreements relating to service and operating practices.

Meets C.&O. Objections

In this connection Mr. Bulwinkle also indicated it to be his opinion that the limitation should remove the objections of the Chesapeake & Ohio, as expressed by its president R. J. Bowman. Mr. Bulwinkle quoted Mr. Bowman as having said in a January 14 speech that C.&O. recognized "the need for clarification of the present law so as to remove doubts concerning the sphere within which railroads, acting through rate bureaus, may confer, collaborate, and reach agreements about rate matters;" and that "we are not opposed to legislation that will provide such clarification to the extent that the Bulwinkle bill provides such clarification."

Chairman Wolverton revealed that, in sponsoring the limiting amendment at the suggestion of Mr. Bulwinkle, the committee remained of the opinion that the broader form of the bill was "perfectly justifiable in view of the control that the Interstate Commerce Commission would have of the agreements." And Mr. Bulwinkle predicted that "ultimately the Congress will pass, in furtherance of our national transportation policy, a bill covering all agreements."

Relatively few members of the House participated in the debate, there being no doubt as to the outcome in view of the House's 277 to 45 vote for the previous Bulwinkle bill on which the Senate failed to act.

House action on the present bill was preceded by adoption of a parliamentary rule providing for its consideration. That rule, allowing two hours of debate, had been reported favorably from the House commit-

tee on rules; and it was adopted after supporting speeches had been made by the rules committee's chairman, Representative Allen, Republican of Illinois, and Representative Smith, Democrat of Virginia, and an opposition speech by the rules committee's ranking minority member, Representative Sabath, Democrat of Illinois. Chairman Allen said that the railroads were "caught in a strangle hold between two federal statutes," and he called the bill a measure "to prevent the Department of Justice from interfering with a trade practice which has been recognized for more than 50 years and which was recognized as being in the public interest."

Representative Sabath asserted that the "underlying reason for bringing out this bill is, of course, to preclude the state of Georgia and the United States from proceeding with its action against the railroads." He also said that the bill favors "big shippers," and he told his colleagues that they had been "led astray by the strong and powerful railroad lobbyists." Representative Smith was "surprised" that Mr. Sabath, "who has been a great champion of the right, privileges, and everything else of labor," should oppose the bill "which is going to keep alive the goose that is laying the golden egg for the employees of the railroads, because the employees, after all is said and done here, are about the only people who get anything out of the railroads nowadays."

Got Idea from Eastman

With the adoption of the rule, the House proceeded to consideration of the bill; and that debate was opened by Mr. Bulwinkle. He traced the history of the proposed legislation, recalling that he had introduced the original Bulwinkle bill several years ago after the late Joseph B. Eastman, then chairman of the I.C.C., had told him that something had to be done to clear up the conflict between the Department of Justice and the I.C.C. Mr. Bulwinkle also referred to the support which the bill has received from "over 1,000" individuals and organizations. "Never before," he said, "has there been such an overwhelming public and official support of any transportation measure in the Congress."

As to the argument that Congress should not act while the anti-trust complaints against the railroads are pending, Mr. Bulwinkle said that the pendency of such suits "is one of the important reasons why we act now."

He added: "Certainly any conference or agreement which is in furtherance of the national transportation policy should not be considered an unlawful conspiracy in restraint of trade. This bill would authorize only such action as is in furtherance of the national transportation policy. . . . Surely the restraints and prohibitions of the anti-trust laws should not be applied to a highly regulated industry in the same way they are to be applied to one which is not. The adoption of this bill will make it clear that constructive, helpful action in transportation is not unlawful."

Mr. Bulwinkle also pointed out that the original version's broader coverage would have made uniform in that respect the treatment of all types of carriers by the federal government. The bill, as originally drawn, he explained, placed motor carriers, water carriers,

freight forwarders and railroads under the "same provisions" which have been given to air carriers under the Civil Aeronautics Act.

Chairman Wolverton said that he has never known any piece of transportation legislation that has had "such unanimous approval" as the bill. In that connection he cited a statement by Colonel J. Monroe Johnson, director of the Office of Defense Transportation, who said that "the unanimity of those interested in and with knowledge of transportation in favor of this legislation is perhaps unprecedented." Supporting statements from I.C.C. Commissioner Aitchison were also cited by Mr. Wolverton.

The "Practical Approach"

The Department of Justice's complaints against the railroads, the chairman went on, "have caused grave concern among all those having direct interest in transportation." He added that the "only practical approach" is to adopt the bill's plan of granting "to a competent administrative agency the authority to resolve the conflict in specific instances of proposed joint action by carriers." Like Mr. Bulwinkle, he cited the similar provisions of the Civil Aeronautics Act; and he recalled that the Maritime Act of 1916 had granted the same immunity to coastal shipping lines.

Mr. Wolverton also denied that favorable action on the bill would set a precedent for relieving other industries from the anti-trust laws. If other industries undertake to rely on such an argument, he suggested that the answer to them need only be: "When you submit to regulation and are regulated as completely as common carriers, both by the states and the federal government, we will be glad to afford you the same treatment."

As the committee chairman summed it up, the question before the House was: "Shall we have an orderly system of making rates which has been evolved through more than half a century of government regulation and shipper and carrier cooperation, or shall we have an era of chaos in which the proven system will be discarded. . . .?" He also pointed out that the bill would not take any regulatory powers away from the I.C.C.; it would add to such powers, since the commission has not heretofore regulated rate bureaus.

Greater Protection for Public

Others speaking in favor of the bill included Mr. Wolverton's predecessor as chairman of the committee, Representative Lea, Democrat of California. It was a "very strained interpretation of the facts" to contend that the question before the House was "one of monopoly or anti-monopoly," Mr. Lea said. The bill, he added, "gives the public greater protection than it possibly could have by any system which would constantly inject the Department of Justice into criminal prosecutions against those who have made what may be lawful and reasonable and necessary contracts."

The principal speech in opposition was made by Mr. O'Hara, the author of the minority committee report. The speech was largely an argument against the establishment of any precedent for a grant of immunity from the anti-trust laws. "Once our trans-

(Continued on page 51)



Left—A children's playroom stocked with toys and games is separated from the reading lounge by a safety glass window through which parents can keep an eye on their children. Below—The latest newsreels are shown in the projection room by means of a 16-mm. projector equipped with an automatic shut-off and continuous attachments for 800 ft. of film



ENJOYABLE MOMENTS FOR P.R.R.'S COACH PASSENGERS

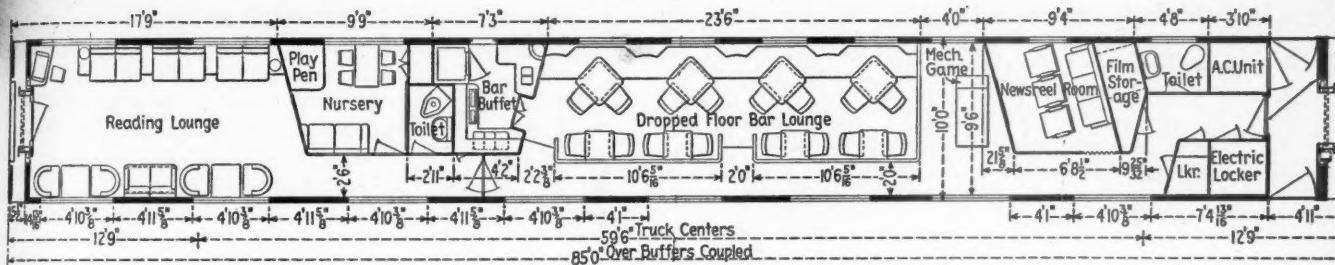
"Recreation cars" for the "Jeffersonian" placed in service. Built by the American Car & Foundry Co. to the Pennsylvania's specifications, the cars have same basic construction as the overnight coaches described in the Feb. 21, 1948, issue of the Railway Age

The reading lounge is a spot where the passengers may enjoy the relaxation of reading, a game of cards or checkers and refreshments with their conversations. Soft recorded music is supplied through a loudspeaker in the cabinet under the lamp table





Left—The writing desk in the corner of the reading lounge. **Right**—The bar lounge with the bar buffet in the background. The chairs and settees are upholstered in green and blue leather; the murals on the panels have a background of natural oak finish



The layout of the special features in the recreation car of the Pennsylvania's all-coach train the "Jeffersonian"

A bar lounge seating 24 passengers occupies the center of the car. Its floor level is five inches below the side aisle. In the nook between the end barrier of the car lounge and the newsreel room in the background a mechanical-scoring game is installed.



FINDS \$5 MILLION MORE IN FREIGHT-RATE INCREASE

**I. C. C. Bureau of Transport Economics and Statistics puts annual yield of
Ex Parte 166 interim advances at \$1,540 million, as compared with \$1,535
million given in Secretary Bartel's notice on commission's April 13 decision**

The Bureau of Transport Economics and Statistics of the Interstate Commerce Commission now estimates that the third Ex Parte 166 interim freight-rate increase, authorized by the commission in its April 13 report, will yield \$304.4 million a year, and that it will raise the annual-basis yield of this whole interim adjustment to \$1,540.3. These estimates, set out in the latest issue of the bureau's "Monthly Comment," are about \$5 million above estimates of \$300 million and \$1,535 million, respectively, given in the notice issued by I.C.C. Secretary W. P. Bartel when the commission's report was made public on April 19.

The bureau's figures indicate that the additional \$5 million will go to roads in the Western district, their prospective share of the annual total of \$1,540 million being \$602 million. Other figures in the bureau's distribution by territories are the same as those given in the *Railway Age* of May 1, page 38, in an article which undertook to break down the Bartel notice's \$1,535 million. They are: Eastern district, \$644 million; Pocahontas region, \$75 million; Southern region, \$219 million.

Two Years of Rate Increases

In further discussion of the interim increase, the "Comment" pointed out that the past two years have also brought other freight-rate advances and "substantial increases in passenger fares and charges, mail pay, express and other revenues." All such increases since June 30, 1946, would have the effect of augmenting the revenues of a "hypothetical year" by \$2.8 billion, the bureau calculated. Its estimates are shown in the accompanying table, the assumptions with respect to the "hypothetical year" being that freight traffic would be "slightly under the actual 1947 ton-mile performance," passenger traffic would be about 39 billion passenger-miles, and express and mail traffic about the same as in 1947.

Revenues from traffic of a constructive year if rates, fares, and charges were the same as on:

Item	May 6, 1948	June 30, 1946	Percent over 6/30/46	
			Millions of dollars	
Total operating revenues ¹	\$10,015.7	\$7,196.5	39.2	
Freight ²	8,401.3	5,879.2	42.9	
Passenger	851.4	774.0	10.0	
Mail	173.2	138.6	25.0	
Express	166.0	94.8	75.1	
All other	423.8	309.9	36.8	

¹Allowance has been made here for increases in revenue due to elimination of land-grant deductions on October 1, 1946. At that time it was estimated that for fiscal 1947, on an annual basis, these would amount to \$22 million for freight and \$23 million for troop movements.

²After adjustment for absorptions and corrections.

Another article in the "Comment" discussed freight service and passenger service operating ratios and the net railway operating income or deficits from such services. The annual figures for the railroads as a whole were shown from 1947 back to 1936, the first year in which the commission required separation of the "net" by class of service.

Passenger-Service Deficits

"During the period 1936-1941," as the bureau's analysis of the figures put it, "the carriers' total net railway operating income was unfavorably affected by large deficits in the 'net' from passenger service which reached a peak for this period of \$262.1 million in 1940. In the war years, 1943-1945, however, the passenger service produced net railway operating income equivalent to between one-fourth and one-third of that produced in the freight service. In 1946 and 1947 large deficits in the 'net' from the passenger service reappeared and the \$426.4 million deficit in the latter year was by far the largest of any year in the 1936-1947 period. The result was that in 1947, 35.3 per cent of the \$1,206 million freight service net railway operating income was absorbed by passenger service deficits. This occurred despite the fact that the volume of passenger traffic in 1947, as measured by passenger-miles, was 93 per cent greater than in 1940, the year of the previous highest deficit from passenger service operations in the period under discussion."

This article also included tables showing for 1940 and 1947 these "net" figures and the freight and passenger service operating ratios of 25 roads with total operating revenues above \$100 million in 1947. Each of the 25 roads reported deficits in net railway operating income from passenger service in both years. Except in a few cases, the 1947 deficits were larger than those of 1940, but last year's passenger service operating ratios were generally lower. Nevertheless, the New York, New Haven & Hartford's 88.58 and the Texas & New Orleans' 98.58 were the only 1947 ratios under 100. In 1940, the New Haven was alone in that respect with a ratio of 84.56. The bureau noted that "in both years the Chesapeake & Ohio reported the highest passenger operating ratios"—187.27 in 1940 and 192.63 in 1947.

More on Traffic Shifts

As noted in the *Railway Age* of April 24, page 58, the previous "Comment" recalled the bureau's 1946 study of "Regional Shifts in Postwar Traffic of Class I Steam Railways," and presented figures showing how

this postwar pattern has been developing. Those figures were revenue ton-mile data, and their general showing was that the Eastern district and Pocahontas region were experiencing relative declines in the proportions of the national aggregate of revenue ton-miles that they produced. The present "Comment" looked into the same situation as shown by the freight commodity statistics for 1947 as compared with those for 1940; and the same trends were again indicated.

"In general," as the bureau put it, "the picture of change between 1940 and 1947 [as shown in the freight commodity statistics] is one of relative increase in both tons originated and tons terminated in the Western district at the expense of the other three areas, particularly the East." At the same time the bureau pointed out that the traffic volume in 1947 "greatly exceeded" that of 1940; and it added this non-committal statement: "With the same traffic volume as in the earlier year, the shifts in 1947 might have been either greater or less than those shown."

Meanwhile, it had been noted that the 1947 commodity statistics recorded "a record-breaking total" of 1,537,540,786 tons of revenue freight originated by Class I roads. "Only the war years, 1943 and 1944, approached this figure with 1,481 million and 1,491 million tons originated, respectively," the bureau added. "The 1947 gross freight revenue (before adjustment for corrections and absorptions) aggregated \$7.4 billion or slightly more than the \$7.3 billion reported in 1944, the much higher level of freight rates and charges in the later year compensating for a decline in the average haul per ton for the United States as a system from 473.3 miles in 1944 to an estimated 405.8 miles in 1947."

Trend of Passenger Casualties

Data presented on passenger casualties in railway accidents for the years 1939-1947 show that, during this period, the number of passengers killed reached a peak of 253 in the war year 1943 and declined each year thereafter through 1947, when such fatalities totaled 65. Passenger fatality rates per billion passenger-miles also dropped from 2.88 in 1943 to 1.41 in 1947. Meanwhile, the number of passengers injured per billion passenger-miles has increased from 49.11 in 1944 to 90.36 in 1947. However, the latter was below rates of the 1939-1941 period, which were 110.2 in 1939, 106.23 in 1940, and 99.16 in 1941.

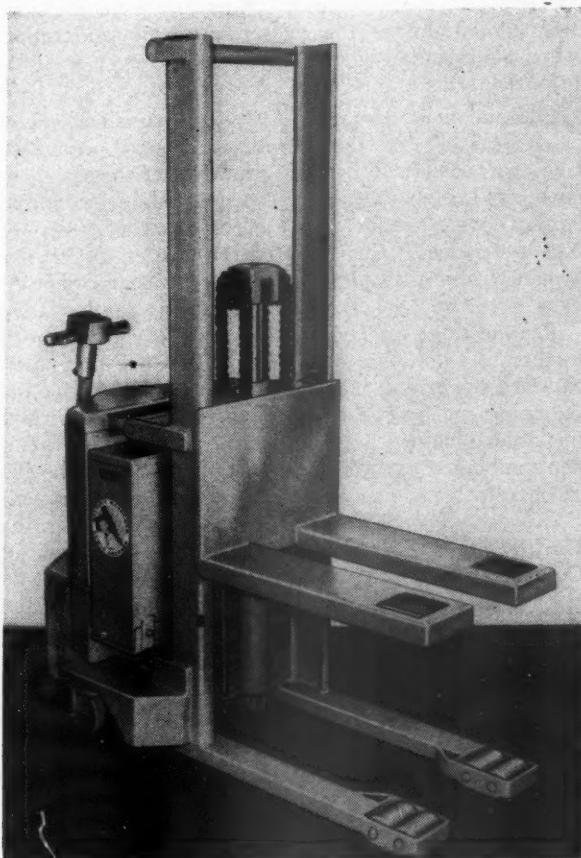
The bureau's usual analysis of the latest monthly results showed that the freight revenue for March was 1.4 per cent less than in February, and 5 per cent above March, 1947, after adjustment to a 30-day month. March passenger revenues, on the same basis, were off 3.4 percent from the previous month, but were 4.2 per cent more than in March, 1947. The freight revenue index (based on the 1935-39 monthly average as 100) was 239.2 for March, compared with February's 242.7 and 227.9 for March, 1947. The March passenger revenue index, at 212.4, compared with February's 219.9 and March, 1947's 203.9.

Net railway operating income for the 12 months ended with March was \$747,117,000 and net income was \$465,918,000. These compared, respectively, with \$651,757,000 and \$367,958,000 for the 12 months ended with March, 1947, and \$710,067,000 and \$319,229,000 for the 12 months ended with March, 1946.

THE "JACKSTACKER"

A new electric lift-truck of the walkie type, called the "Jackstacker," is the latest addition to the line of mechanized materials-handling equipment produced by Lewis-Shepard Products, Inc., 285 Walnut st., Watertown 72, Mass.

This truck, with rated capacities up to 4000 lb., is announced as available in four models: counter-weighted for double-faced pallets; straddle type, also for double faced pallets; open-end base with lifting arms for handling single-faced pallets; and platform type for skids.



Four different models of the "Jackstacker" make possible handling of skids as well as various types of pallets

All this unit's controls, including those for the two speeds forward and the same number in reverse, raising and lowering, the horn button and the key switch are mounted in the handle head. According to the manufacturer this makes possible raising or lowering the lift carriage while in motion, rendering unnecessary any halt for the performance of this operation.

The master drive unit, including traction mechanism, is mounted on articulated linkage, which is designed to insure adequate traction when going over ramps, sills, or uneven floors.

It is said that this unit can be exchanged for another in twenty minutes.

OP WAGE NEGOTIATIONS REOPENED

Management-union conferences resumed in Washington at suggestion of Presidential Assistant Steelman; restraining order which brought about cancelation of strike extended until May 29

Responding to a suggestion from Dr. John R. Steelman, assistant to President Truman, the chairmen of the railroads' three regional conference committees and the chief executives of the three holdout operating unions resumed their discussions of the wage and rules dispute at conferences in Washington's Statler Hotel on May 18. No announcement as to the progress of the negotiations or the matters under consideration was made by either side when the second day's sessions adjourned on the afternoon of May 19.

The union leaders are Alvanley Johnston, grand chief engineer of the Brotherhood of Locomotive Engineers; D. B. Robertson, president of the Brotherhood of Locomotive Firemen and Enginemen; and A. J. Glover, president of the Switchmen's Union of North America. Chairmen of the carrier conference committees are Daniel P. Loomis, western; H. A. Enochs, eastern; and C. D. Mackay, southeastern.

The meetings marked the first tangible move toward further negotiations since May 10, when the union canceled the strike, which had been set for 6 a.m. the following morning, thus complying with the restraining order obtained by the government after the President had taken over the railroads and assigned the job of operating them to Secretary of the Army Kenneth C. Royall. The restraining order was obtained in the United States District Court for the District of Columbia from Justice T. Allan Goldsborough, who has now issued another order extending it from May 19 until May 29, at the same time postponing until May 28 the hearing which had been scheduled for May 19 on the government's request for a permanent injunction.

Asked Relief from Litigating

Justice Goldsborough's action, taken on the night of May 18, was in response to a government motion which called attention to the resumption of the negotiations and carried as an exhibit a May 17 letter wherein the union leaders had suggested to Dr. Steelman that they "should not be required to litigate . . . at the same time we are negotiating"; and that the government "give consideration to its taking action to afford relief from litigation for a reasonable period during which negotiations may be progressed." While the union leaders appear to have made no formal protest against issuance of the extension, their letter to Dr. Steelman nevertheless kept straight their record of opposition to the restraining order.

"It has been suggested," the letter said, "that this problem of being required to litigate while negotiating be eliminated by our consenting to an extension of the expiring restraining order; such is not a satisfactory solution to us." The letter also said that the union leaders do not "perceive any necessity for litigating,"

and it stated further that the restraining order had been issued "without notice to us or hearing thereon." Meanwhile, it had advised Dr. Steelman that the leaders were meeting his request to join the carrier representatives in the further conferences; and it added that "it is our intention to participate in these negotiations as long as there appears to be any prospect of reaching an agreement."

The dispute arose out of the refusal of the three union leaders to accept the report of an emergency board (see *Railway Age* of April 3, page 47), which recommended for their members some changes in working rules and the same 15½ cents per hour wage increase accepted by unions representing other employees. Prior to the issuance of President Truman's seizure order, which became effective at 12:00 noon, Eastern Standard Time, May 10, Dr. Steelman had sought unsuccessfully to mediate the dispute in a series of conferences extending over several days at the White House. The Presidential assistant did not attend the initial sessions of this week's conferences, but the announcement that they were to be held at his suggestion was made at the White House on May 17 by Charles G. Ross, the President's press secretary.

Royall By-Passing Dispute

Prior to that time there had been much speculation as to whether the union leaders could look to the government for settlement of the wage and rules dispute. The Steelman move was in line with previous indications that the Administration hopes to avoid any such outcome, but would like to see management-union agreements reached promptly so government control can be terminated. In this connection Secretary Royall said on May 12 that "it is not my function to enter into negotiations with either representatives of management or employees with respect to any changes in existing terms and conditions of employment."

Nevertheless, the seizure order appears to give the secretary authority to undertake such negotiations; it "freezes" terms and conditions of employment only "until further order of the President or the secretary." Meanwhile, the order also gives the employees the right to continue collective-bargaining relationships with management. The full text of this section of the order follows:

6. Until further order of the President or the secretary, the said transportation systems shall be managed and operated under terms and conditions of employment in effect at the time possession is taken under this order, without prejudice to existing equities or to the effectiveness of such retroactive provisions as may be included in the final settlement of the disputes between the carriers and the workers. The secretary shall recognize the right of the workers to continue their membership in labor organizations, to bargain collectively through representatives of their own choosing with representatives of the

owners of the carriers, subject to the provisions of applicable law, as to disputes between the carriers and the workers; and to engage in concerted activities for the purpose of such collective bargaining or for other mutual aid or protection, provided that in his opinion such concerted activities do not interfere with the operation of the transportation systems taken hereunder, or which may be taken pursuant hereto.

Consultants for Secretary

Secretary Royall's disclaimer of any intention to enter wage and rules negotiations was part of a statement which also included his announcement of the appointment of three consultants "to advise me upon operational problems, if such problems should arise, which might affect terms and conditions of employment during the period of government operation and control." The consultants are Edward F. McGrady, former assistant secretary of labor and now vice-president in charge of labor relations of the Radio Corporation of America; Harold C. Heiss, general counsel, B. of L. F. & E.; and William T. Joyner, division counsel of the Southern for North Carolina. "The function of these consultants," the secretary said, "will be to assist me in carrying out the provisions of Paragraph 6 of Executive Order No. 9957, in order that the transportation systems shall be managed and operated under the terms and conditions of employment in effect at the time possession was taken under that order."

Other organizational arrangements, made previously by the secretary, were noted in *Railway Age* of May 15, page 204. They included the giving of commissions as colonels to seven railroad executives who will function as regional directors under Major General Edmund H. Leavey, the Army's chief of transportation. The colonels are: Gustav Metzman, president, New York Central, Eastern region; Roy B. White, president, Baltimore & Ohio, Allegheny region; R. H. Smith, president, Norfolk & Western, Pocahontas region; Ernest E. Norris, president, Southern, South-eastern region; Ralph Budd, president, Chicago, Burlington & Quincy, Western region; Charles E. Denny, president, Northern Pacific, Northwestern region; and J. D. Farrington, president, Chicago, Rock Island & Pacific, Southwestern region. General Leavey is the secretary's agent "for implementation of the Department of the Army's action in operation and control of the railroads under the Executive Order"; and Brigadier General Andrew F. McIntyre, general manager of the Pennsylvania's New York region, has been recalled to active duty as assistant to General Leavey.

In response to an inquiry, Secretary Royall indicated this week that, when the time comes to terminate its control, the government would probably seek to settle with the carriers on the basis of mutual releases from financial liability. "It is still premature to state exactly what financial arrangements will be made between the Department of the Army and the railroads," the secretary said. "Following the surrender of War Department possession and control of the railroads in the winter of 1943-44, upon settlement of labor difficulties underlying the seizure at that time, mutual releases were exchanged between the War Department and the carriers which released each party from any claim by the other. Barring unforeseen developments, it would seem to be in the best interest of the government and

the carriers themselves to follow the same procedure again on this occasion."

Presumably because this is an election year, when candidates are more than usually labor-vote-minded, there was little comment in Congress on the strike threat. However, on May 10, before the union leaders issued the cancellation notice, Senator Knowland, Republican of California, introduced a bill (S.2619) to make the Labor-Management Relations (Taft-Hartley) Act applicable to common carriers by rail. That act now contains exemption provisions which exclude employers, employees and labor-relations matters subject to the Railway Labor Act. In introducing the bill, Senator Knowland said that if the legislation he proposed were not sufficient "to give the federal government, representing all the people, an opportunity to protect national well-being," then he believed that Congress "should meet in day and night session until adequate legislation is enacted."

Developments through the cancellation of the strike order and the "morning-after" statement of the three union chiefs were reported in last week's issue, page 198. That "morning-after" statement was issued at a press conference where Mr. Johnston revealed that he and his associates had agreed at the White House meetings to accept the 15½ cents wage increase and had trimmed their rules proposals down to demands for eight changes in addition to those recommended by the emergency board. The most important of the eight, Mr. Johnston said, was a demand for pay for initial terminal delays, after the first hour, in freight service—such pay to be in addition to the mileage pay for the runs involved. The emergency board recommended such a rule in passenger service, but found against the demand as to freight service; although it did recommend pay for final terminal delay (after 30 minutes) in both classes of service.

Mr. Johnston said he believed it was a "grave mistake" for the President to have appointed William M. Leiserson to the emergency board, after Mr. Leiserson had served on the arbitration board which formulated the 15½-cents "pattern" in the non-operating employees' case last September. In response to a question, Mr. Johnston said that the strike order would not have been canceled if the government had not obtained the restraining order from the court.

As Management's Negotiators See It

Later on the same day, the chairmen of the railroad regional conference committees issued a joint statement setting out the position of the carriers. This statement explained briefly the rules changes recommended, along with the 15½ cents wage increase, in the emergency board report which the carriers accepted and the three hold-out unions rejected.

"The simple fact about the threatened railroad strike is that the leaders of three out of 22 railroad unions were not content to submit their case to any fair and impartial umpire and abide by the decision," Messrs. Loomis, Enochs and Mackay also said.

"As the strike date neared, it became increasingly evident that they were not seeking a fair and equitable settlement. They wanted more than that and were determined to use the strike club to get it, irrespective of consequences to others. The record speaks for itself.

The engineers, firemen, and switchmen's union—the last representing only about 7 per cent of the switchmen—rejected the 15½ cents an hour increase that an arbitration board awarded a million non-operating railroad employees. The 17 organizations which represented those employees accepted it.

The three unions next rejected a settlement—15½ cents an hour and certain rules changes—that was arrived at through negotiation with the other two operating unions—the trainmen and the conductors. Then these three unions rejected arbitration which was proposed by the National Mediation Board. The railroads had accepted. Next they rejected the recommendations of a three-man fact-finding board appointed by President Truman.

Finally, they rejected the repeated requests of Presidential Assistant John R. Steelman that they accept a settlement in conformity with the recommendations of President Truman's board. Throughout the day and night conferences at the White House, the President's aide consistently tried to help both parties find a solution which would not violate the framework of the emergency board's recommendations and the pattern of settlement already accepted by nine-tenths of the employees. He pointed out to both parties that the peaceable disposition of labor disputes in the future in the railroad industry hinged on this case.

"The railroads have been ready at all times—and are ready now—to incorporate the recommendations of President Truman's board into an agreement with these three unions."

Denies Young Directorship

(Continued from page 33)

companies or systems and the possibility of competition and conflict of interest between such railroads or systems, a person should not be permitted to serve as an officer or director of more than one such railroad or system, except in special circumstances."

The commission asserted, with supporting footnote references to the pertinent congressional proceedings, that its determinations along the foregoing lines "are supported by the legislative history of section 20a(12). It then proceeded to judge the Young and Bowman applications by those standards.

"Extensive Competition" Found

As to competition, it concluded that there is "extensive" competition between the two roads, and "the record indicates that approval of the proposals here under consideration might result in a substantial lessening of this competition, with consequent violation of section 7 of the Clayton Act." The commission's discussion of evidence leading it to this conclusion included a citation of testimony given in the C.&O.-Pere Marquette merger case by Mr. Bowman, who "stressed the fact that the former is principally in competition with the New York Central."

Also discussed at some length in the report was evidence relating to the potential effect on the Virginian, which was the principal protestant, although

the State Corporation Commission of Virginia and various towns and cities in that state and West Virginia also registered their opposition. The Virginian feared impairment of those relationships with the Central which have permitted it to build up a substantial traffic movement via the so-called Deepwater Bridge route. That is the route between the Southeast and the West over the Virginian to Deepwater, W. Va., where the Deepwater bridge over the Kanawha river provides a connection with the Central.

There would be "little likelihood" that the Deepwater Bridge route would be continued "in full vigor" if the Young-Bowman plans were consummated, the commission said. It recalled that the C.&O. registered "vigorous opposition" when the Virginian was authorized to build the Deepwater Bridge extension in 1930; and pointed out that Mr. Bowman had testified in the present case "that he would try to divert from this route to the Chesapeake & Ohio all of the traffic possible and make the Virginian-New York Central route secondary." The report also said that "with adjustments to reflect present conditions the annual revenue from traffic which would be susceptible to diversion from the Virginian is estimated at \$10,209,360."

No "Special Circumstances"

When the commission got through measuring the applications and petitions on the basis of its section 20a(12) standards it had found that "the only special circumstances that might warrant the exception is the possibility of improving the financial condition and credit of the New York Central." It followed through promptly, however, to rule out that basis for a favorable decision, saying: "Whether the applicants would be successful in rehabilitating the finances and credit of the New York Central would depend on many factors over which they have no control."

Previously, it had been noted that applicants "make no claim that they could do anything about labor conditions and taxes which absorb a high percentage of gross earnings"; and "they hold out little, if any, hope for reducing terminal charges which, particularly in cities like New York and Cleveland, are burdensome." Whether or not the Central's liquid funds should be used to reduce its debt, as the applicants propose, "is a matter of opinion," the commission said, adding that the present N.Y.C. management "is fully aware of the importance of reducing the carrier's debt."

Meanwhile, the commission saw no reason why the applicants should not file an application under section 5(2)—if they are "firmly convinced that the proposed association will result in the benefits" they outlined. "Those who are confident of the soundness of their proposals do not require a trial period to demonstrate it," the report added. It also said that "limited association or even merger or consolidation of major carriers can be effected without prior interlocking directorships or without prior acquisition of securities of one of the carriers by the other."

The Central, which has invited Messrs. Young and Bowman to join its board, was not a party to the proceeding; but two N.Y.C. officers, subpoenaed by the Virginian, testified at the hearing that their road

would lose traffic and gain nothing in the way of improved credit standing if the directorship applications were approved. Those witnesses were J. P. Patterson, general freight traffic manager, and W. F. Place, vice-president (finance).

House Passes Bulwinkle Bill

(Continued from page 43)

portation industry is freed of the basic concept of competition," he asserted, "other industries have the excuse that they, too, should be allowed to forego the competitive ideal by exemption from the application of the anti-trust laws." Mr. O'Hara also indicated his lack of confidence that the situation could be handled satisfactorily by the I.C.C.

"It is obvious," he said, "that the commission, no matter how diligent it may become, cannot adequately police the hundreds of millions of separate transactions that are carried on each year in the field of common-carrier transportation. These transactions are now subject to the anti-trust laws; to allow them to be made exempt from the anti-trust laws and substitute therefor a possible enforcement by an administrative agency. . . . of 11 men and an already overworked staff is nothing short of ridiculous."

Finally, Mr. O'Hara asked his colleagues to consider the activities of the railroads during World War II, when "they had a measure of immunity from the anti-trust laws in connection with the determination of rates . . . relating to the transportation of war materials for the account of the United States government." Mr. O'Hara identified the activities he had in mind as those of what he called the "Traffic Executive Chairmen's Committee," which, he said, "legislated upon rate questions affecting the transportation charges on the greater portion of war material handled by the railroads for the government."

"It is common knowledge," he added, "that the railroads through this committee—and furloughed railroad employees masquerading as officers in the Army and Navy—gouged the government hundreds of millions of dollars in the form of extortionate rates. The attorney general of the United States is now seeking recovery of these damages through a series of civil complaints filed with the Interstate Commerce Commission. If this is an example of what the railroads might be expected to do in connection with normal peacetime traffic following enactment of this legislation, it would appear that Congress should proceed with caution in passing this bill."

As passed by the House, the bill proposes to add to the Interstate Commerce Act a new section 5a, which would contain 10 paragraphs. The definitions are in the first paragraph while the second authorizes carriers to apply to the commission for approval of agreements relating to rates and charges, and provides that the commission shall approve such agreements if it finds that, by reason of furtherance of the national transportation policy, the anti-trust relief should apply. The commission is authorized to attach conditions to its approval.

Paragraph (3) requires the carrier rate bureaus or

committees to make reports to the commission, while paragraph (4) limits agreements between carriers of different types to those "relating to transportation under joint rates or through routes." For purposes of this paragraph, carriers by railroad, express companies, and sleeping-car companies would be considered carriers of one class. Paragraph (5) prohibits commission approval of any agreement with respect to which it finds that the pooling provisions of section 5 are applicable; paragraph (6) prohibits approval of any agreement, "which establishes a procedure for the determination of any matter through joint consideration," unless the commission finds that under the agreement "there is accorded to each party the free and unrestrained right to take independent action either before or after any determination arrived at through such procedure."

Paragraph (7) gives the commission continuing control over the agreements, authorizing it to reconsider its approval of them and to modify their provisions. Paragraph (8) provides that no order shall be entered under the act "except after interested parties have been afforded reasonable opportunity for hearing." The grant of anti-trust immunity with respect to agreements approved by the commission is embodied in paragraph (9), while paragraph (10) stipulates that any commission action under the act "shall be construed as having effect solely with reference to the applicability of the relief provisions of paragraph (9)."



A visitor to the "Freedom Train," currently touring the Nation, inspects the Declaration of Independence

GENERAL NEWS

Freight Cars on Order at All-Time High

Total on May 1 for Class I roads and private car lines was 117,701

Class I railroads and railroad-owned refrigerator car companies, on May 1, had on order 117,701 new freight cars, "the greatest number on record for the Class I roads," according to the Association of American Railroads. The previous high, 116,890 cars, was more than 25 years ago, on April 15, 1923. The A.A.R. statement also said that the May 1 total of locomotives on order by the Class I roads, 1,572, was the highest since August 15, 1923, when 1,674 locomotives were on order.

The May 1 total of freight cars on order by all railroads and car lines was 135,176 cars, as compared with April 1 orders for 126,028. The record total of 117,701 for Class I roads and railroad-owned refrigerator car lines compared with their orders for 111,044 as of April 1. The former figure includes 22,620 cars which will be built in railroad shops and 95,081 ordered from contract builders. The breakdown by types of cars is as follows: 33,424 box, including 32,870 plain and ventilated and 554 automobile box cars; 52,055 hopper, including 3,999 covered hoppers; 18,707 gondolas; 3,686 flat, 8,134 refrigerator; 800 stock and 895 miscellaneous freight cars.

The 1,572 locomotives on order by Class I roads on May 1 compared with May 1, 1947, orders for 662. The former total included 117 steam, and 1,455 Diesel-electrics compared with 36 steam, six electric and 620 Diesel-electrics on May 1, 1947.

Class I roads and railroad-owned refrigerator car companies put 31,704 new freight cars in service in the first four months of 1948, compared with 11,348 in the same period in 1947. In April, the railroads installed 8,934 new freight cars. Those installed in the four months were as follows: 14,332 box cars which included 13,522 plain and ventilated and 810 automobile; 11,684 hopper including 452 covered hoppers; 3,216 gondolas; 2,262 refrigerator; 42 flat; 50 stock and 118 miscellaneous freight cars.

They also put 411 new locomotives in service in the first four months of 1948 of which five were steam, four electric and 402 were Diesel-electrics. New locomotives installed in the same period last year totaled 286 of which 40 were steam and 246 were Diesel-electrics.

Class I railroads and railroad-owned private-controlled refrigerator car companies in the first four months of 1948 retired 21,036 freight cars of which 6,667 were retired in April. In the same four months period of 1947, there were 16,191 retired.

April Revenues 4 Per Cent Above Those of April, 1947

From preliminary reports of 82 Class I railroads, representing 81.8 per cent of total operating revenues, the Association of American Railroads has estimated that the April gross amounted to \$586,081,695, an increase of 14 per cent above the \$563,700,738 reported for the same 1947 month. Estimated April freight revenues amounted to \$482,531,595, as compared with \$460,469,332, an increase of 4.8 per cent, while estimated passenger revenues amounted to \$55,720,324, as compared with \$58,001,196, a decrease of 3.9 per cent. The estimate for all other revenues was \$47,829,776, as compared with \$45,230,210, an increase of 5.7 per cent.

Four-Re-Equipped "Hiawathas" Will Begin Service May 29

Effective on May 29, approximately 40 new streamlined cars will be placed in service by the Chicago, Milwaukee, St. Paul & Pacific on its fourtime "1948 Hiawathas," which operate daily between Chicago, Milwaukee, Wis., St. Paul, Minn., and Minneapolis. The new cars—all built in the road's shops in Milwaukee—will completely refurbish the present trains and mark the fifth re-equipping of the road's "Afternoon Hiawatha," which began service in 1935.

Among the new cars to be put into service will be parlor cars featuring a glass-enclosed "sky-top observation lounge." The road's new 48-seat dining cars contain stainless-steel kitchens, and pantries equipped with deep-freeze units and other modern devices for the storage and preparation of food.

Fare Boost for North Shore May End Two-Month Strike

In a move to end the two-month strike of its employees, the Chicago North Shore & Milwaukee this week announced willingness to grant all employees an hourly wage increase of 15½ cents—effective upon resumption of service—provided the Illinois Commerce Commission approves the road's request for a raise in fares. The rail-

road made its offer public by means of a newspaper advertisement, in which it also explained the financial difficulties which beset the North Shore.

Bernard J. Fallon, president of the road, said that the resumption of service on the so-called Shore Line—between Waukegan, Ill., and Chicago—would be on a test basis for a limited period to determine whether that branch of the line could be operated profitably. He expressed his doubt that it could, but asserted that "this program offers a fair and reasonable medium of bringing about resumption of service on the entire railroad."

The Shore Line branch is dependent almost solely upon commuter traffic for its earnings, and its operation has not been profitable. Mr. Fallon explained that an increase in fares will, in all probability, result in a substantial loss in passenger business to competitive transportation. The Shore Line is paralleled in its entirety by an alternate line of the road, known as the Skokie Valley route, over which through freight and passenger traffic, as well as commuter traffic, is handled.

The North Shore, meanwhile, has been authorized by the Illinois Commerce Commission to form a subsidiary company to operate its local bus routes in Waukegan, Ill., and between Waukegan, North Chicago, Great Lakes, Farnsworth, Zion and Winthrop Harbor. The local bus operations, the company claims, have been profitable, whereas rail operations have been conducted at a loss. The reason for the formation of the new corporation—the Waukegan-North Chicago Transit Company—is so that the demands of the motor coach operators for a 15½-cent hourly wage increase, as recommended by a presidential emergency board on January 28, may be met. While the authorization for the new operation has been obtained, it remains for the company to work out satisfactory working agreements with the union before actual operations may commence.

It has been reported that George E. Leighty, president of the Order of Railroad Telegraphers, has asked the government to seize the strikebound North Shore. Mr. Leighty, however, has thus far failed to confirm this report for *Railway Age*. The North Shore was not included in the recent federal seizure of the railroads because it was not involved in the national negotiations of the engineers, firemen or switchmen.

The unions sponsoring the strike are the Amalgamated Association of Street, Electric Railway & Motor Coach Em-

ployees or America, representing the maintenance of equipment workers and the motor coach operators; the Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station Employees, representing the clerks; the Order of Railroad Telegraphers, representing the ticket forces and the towermen; and the Hotel & Restaurant Employees' International Alliance & Bartenders' International League of America, representing the dining car employees. In addition to a 15½-cent hourly wage increase, the emergency board recommended time and one-half pay for Sunday and holiday work and four other rule changes for the motor coach operators and maintenance of equipment employees.

Railroads Need a "Living Wage" Horning Tells Republican Women

The "Iron Horse needs take-home hay," L. W. Horning, vice-president, personnel and public relations, of the New York Central, said in New York on May 13 in an address before the Women's National Republican Club. "Despite the meager return which the railroads have had during the past quarter of a century," he added, "they have invested more than \$13,000,000,-000 in new equipment, heavier rails, better right-of-way, new stations, new signals, modern shops and many other improvements, all to provide the United States with the highest possible standard of service."

"This vast improvement program," Mr. Horning continued, "was started just following the first world war. At that time, some short-sighted people said the railroads were being overbuilt, that they would have idle plant and equipment which would be unproductive and a dead weight. But, what happened when the second world war overtook us? Every part of plant and structures and every piece of equipment was pressed into service, was strained to the utmost. . . . It was because the railroads in prior years had provided adequate tools that they were able to do a concededly magnificent job. . . . It has been said, and I believe it to be a fact, that it was Hitler's emphasis on highway transportation at the expense of the railroads which proved to be the 'Achilles heel' in Germany's transportation system."

Despite the obvious keystone position of the railroads in our national economy, Mr. Horning said, their financial strength is seriously threatened. "The paramount need of the railroads today is for sufficient revenues to enable them to survive and progress. Only by assuring the railroads an adequate return upon the investment in those properties devoted to the public service can that need be fully met. By adequate return I mean the financial return necessary to provide the railroads with a net railway operating income sufficient to pay their fixed charges and still leave

enough net income to pay dividends on their stock, finance improvements and attract new capital."

Mrs. Kay Cavender, public relations director of women's activities for the Budd Company, in an address which followed that by Mr. Horning, said that "in the interest of giving the public the best, railroads shop wisely and well for the equipment used on their lines. . . . Every detail in the manufacturing of a single car is the product of tireless effort on the part of the railroad's planning engineers and executives and the research and engineering staffs of railroad car manufacturers."

"Women are playing a big part in operating the railroads of America," Mrs. Cavender went on. "The first woman to work on railroads was Susan Morningstar in 1885, and at the present time 67,448 women are so employed, many as executives. The New York Central alone employs 7,005 women in various capacities. The fairest thing of all is that female employees are paid the rate prescribed for the positions they hold. In other words, they receive the same compensation as male employees occupying similar positions. On the Central, one woman is assistant manager of the Pullman reservation bureau and two are passenger representatives."

Railroad "Y" Membership Increases by 5,000

The number of dues-paying members of the Railroad Young Men's Christian Association of the United States and Canada has increased by about 5,000, as a result of the Continental Membership Campaign for 1947, according to Judge R. V. Fletcher, chairman of the committee in direction, and special counsel, Association of American Railroads. Total membership as a result of the campaign increased from 125,162 in 1946 to 131,051. Judge Fletcher explains that there have been eliminated from the totals the previously carried members of the Armed Services.

Faricy Cites Role of Railroads In European Recovery Program

American railroads will be called upon to provide the great bulk of inland transportation that will be necessary when the European Recovery Program begins to roll into high gear, William T. Faricy, president of the Association of American Railroads, said in New York on May 20. Speaking at a luncheon in recognition of "railroad day" in "world trade week," Mr. Faricy added that the railroads are doing everything possible to get ready to move the large volume of goods that probably will be shipped overseas. In order to handle E.R.P. traffic and other traffic and be in a position to meet any national emergency, he said, railroads need more freight cars and are doing their utmost to obtain them.

"In this matter of world trade," Mr.

BROTHERHOODS ADVOCATE STATE OWNERSHIP OF OLD COLONY

State ownership and operation of the New York, New Haven & Hartford's Old Colony division has been recommended to the Massachusetts legislature by 20 railroad labor organizations, according to a recent issue of Trainman News, the Brotherhood of Railroad Trainmen's weekly paper. The New Haven, which has elected to discontinue the unprofitable Old Colony passenger service under a provision of its plan of reorganization, recently agreed to comply with a request of Robert F. Bradford, governor of Massachusetts, that the service not be discontinued before next March 1. (See RAILWAY AGE of May 8, page 63).

The union-advocated plan for state ownership calls for the setting up of a public authority with "trustees experienced in steam railroads" who would be empowered to purchase roadbed, rights of way, structures and other property necessary for the operation of the Old Colony's freight and passenger service. Fares would be at least equal to those charged by competing bus transportation and deficits would be met by "equitable assessment against the cities and towns served."

Faricy continued, "the railroads do more than provide the connecting link between the ports and the inland points of production and consumption. Virtually every major railroad which serves what might be called the ocean frontage of the United States has a specialized department of foreign trade or a group of foreign trade experts as part of its traffic staff. These trade staffs operate not only within the United States but also all over the world."

The railroads, he said, encourage foreign trade by making special arrangements for free time for railroad cars in port over and above the free time for unloading which is allowed on domestic shipments. Such arrangements, he explained, make it possible to accumulate cargoes for ships and to lay out a loading program which minimizes time losses and assists in speeding up vessel turn-arounds. For service at the ports the railroads have invested approximately \$250,000,000 in piers, wharves, grain elevators, coal dumpers and other facilities and equipment for the economical and expeditious handling of freight between shore and ship.

"Important as are the immediate questions of adequacy of the railroads to meet today's needs of domestic and world trade," Mr. Faricy concluded, "there is the more important question of the future health of the railroads. The future of the railroads depends fundamentally upon securing and maintaining a proper balance between income and outgo. The lesson of a cen-

tury and more of rail progress is that research and invention, essential as they are, are fruitless without investment in improved plant and facilities. Investment, in turn, depends upon earnings or the prospect of earnings. So whether we look at domestic trade or world commerce, we come back to the vital necessity of restoring and preserving a proper balance between the cost of producing transportation and the prices at which it is permitted to be sold."

C. of C. Names H. F. Hammond To Succeed Colonel Barber

The Chamber of Commerce of the United States has announced the appointment of Harold F. Hammond as successor to Colonel A. B. Barber as manager of its Transportation and Communication Department. As reported in *Railway Age* of May 8, page 63, Colonel Barber will retire June 1 after serving 25 years as manager of the department.

Mr. Hammond has been assistant manager of the department since April 15, 1947, having joined the chamber staff from the American Transit Association. V. L. Sullivan, a staff member in the department for several years, has been appointed to succeed Mr. Hammond as assistant manager.

In lauding the services of the retiring manager, Ralph Bradford, executive vice president of the chamber, declared that "we esteem highly the work Colonel Barber has done in the chamber" and "we value the statesmanlike influence he has wielded, not only in his own field, but generally."



Harold F. Hammond

A native of Portland, Ore., Colonel Barber is a graduate of the United States Military Academy at West Point, N. Y., the United States Engineer School and the Army Staff College. He later served as an officer in the Corps of Engineers and held the rank of colonel in World War I. He resigned from the Army in 1920.

After serving on river and harbor

work and as assistant to the chief of engineers, Colonel Barber went to France in May, 1917, as a member of a transportation commission and remained throughout the war, serving at general and supply headquarters until June, 1918, and thereafter at the front until the armistice. He took part in the Marne, St. Mihiel and Meuse-Argonne offensives with the 1st Corps, 1st Army and 2nd Army.

In 1919, he had charge of transportation and distribution for the American Relief Administration at Paris, and from 1919 to 1922 was chief of the American Technical Advisers to the Polish government on transportation and other reconstruction problems. He received a citation from A.E.F. general headquarters and also holds French, Finnish and Polish decorations.

During the 25 years Colonel Barber has been manager of the chamber's Transportation and Communication Department, he has been in charge of its work on railroad, highway, waterway



A. B. Barber

and air transportation, merchant marine, postal service and electrical communications. During World War II, he took part in developing business cooperation with the government's defense transportation agencies for efficient use of all branches of transportation. Since 1943, he has handled the chamber's studies of postwar transportation problems.

In the field of transportation safety, Colonel Barber managed the national conference which prepared the Uniform Vehicle Code and other motor traffic safety standards, and took an active part in President Truman's recent Highway Safety Conference as member of the Technical Advisory and Public Support committees and as secretary of the Committee on Conference reports. He has served as a member of the judges committees for the national transit, trucking and rail safety contests and a trustee of the American Museum of Safety.

Mr. Hammond is a native of Nebraska and holds a bachelor's degree in en-

gineering from the University of Michigan and a master's degree from Harvard. He held a fellowship in the Bureau for Traffic Research and served three years as traffic engineer for the Massachusetts Committee on Street and Highway Safety.

He was director of the Traffic and Transportation Division of the National Conservation Bureau for nine years and during the war served as transportation consultant to the Office of Defense Transportation and the Norfolk, Va., naval operating base. A past president of the Institute of Traffic Engineers, Mr. Hammond has done private consulting work for cities, chambers of commerce, transit companies and manufacturing firms.

Seven Shipper Groups To Intervene on Reparations

Division 4 of the Interstate Commerce Commission has permitted the National Industrial Traffic League and other organizations representing shippers to intervene in 10 of the numerous complaint proceedings wherein the federal government is seeking recovery of alleged overcharges made by the railroads on its wartime shipments of various commodities. The opposition of N.I.T. League to the complaints was outlined in *Railway Age* of April 10, page 65.

Other shippers' groups which have been permitted to intervene in the reparation cases include the New England Traffic League, American Coke and Coals Chemicals Institute, National League of Wholesale Fresh Fruit and Vegetable Distributors, International Apple Association, the California Farm Bureau Federation and the Wine Institute. The commission has denied a petition filed by the Department of Justice to vacate and set aside an order of March 9, which permitted the Topeka, Kans., Chamber of Commerce and the Topeka Traffic Association to intervene in six of the proceedings.

Meanwhile, as reported in *Railway Age* of May 15, page 208, hearings on five of the complaints are scheduled to start September 22 before Division 4 at the commission's Washington, D. C., offices.

Continuation of Allocations Urged by Commerce Department

The continuation of allocation controls, described as a significant contribution to the efficient utilization of the nation's rail transportation facilities, is recommended by the Department of Commerce in its third quarterly report under the Second Decontrol Act of 1947. The act requires the secretary of commerce to make quarterly reports with respect to wartime economic controls still in effect, including President Truman's power to allocate "the use of transportation equipment and facilities by rail carriers." The latest report was signed by

Under-Secretary of Commerce W. C. Foster.

Recommendation that the "voluntary" steel allocation program be continued was made by Mr. Foster despite his prediction that carloadings in the second quarter of 1948 would be "somewhat below" those of the corresponding 1947 period because of the stoppage in bituminous coal production and the resultant interference with general industrial activity. "The basic imbalance between freight car supply and demand will not have disappeared, however," he commented, "and rail transportation will unquestionably be tight for some time." With respect to the output of new freight cars, Mr. Foster said it is contemplated that the Office of Defense Transportation, under a delegation of authority from the secretary of commerce, will continue to function in substantially the same manner as in the past.

Representation of Employees

All mechanical department foremen employed by the Gulf, Mobile & Ohio, including those employed on the Eastern and Western divisions thereof (formerly the Alton, the properties of which were merged with the G.M. & O. last year), are now represented by the Railway Employees Department, American Federation of Labor, as the result of a recent election which has been certified by the National Mediation Board. The A.F. of L. union (which at the time of the election represented only the former Alton foremen), defeated the American Railway Supervisors Association, 55 to 37. The latter, prior to the election, had represented the foremen on the G.M. & O. proper.

The N.M.B. also has certified that the United Transport Service Employees, Congress of Industrial Organizations, has retained its right to represent dining car employees of the Baltimore & Ohio. The C.I.O. union defeated the Hotel and Restaurant Employees International Union, Joint Council Dining Car Employees, 502 to 33.

As the result of other board certifications, the Brotherhood of Maintenance of Way Employees will represent maintenance of way employees of the Pittsburgh, Allegheny & McKees Rocks; the Brotherhood of Sleeping Car Porters will represent parlor car porters and space assigners employed by the New York, New Haven & Hartford; the Brotherhood of Railroad Trainmen will represent train dispatchers employed by the Monongahela Connecting; and the Railroad Yardmasters of America will represent portmasters employed by the Chicago, Milwaukee, St. Paul & Pacific. These groups were not previously represented by any organization or individual.

The board, in determining that camp car cooks and their helpers in the telegraph and signal departments of the

Norfolk & Western do not constitute a separate craft or class for purposes of representation under the Railway Labor Act, has dismissed an application filed with it by the Joint Council Dining Car Employees, Railway Department, Hotel & Restaurant Employees, to investigate and determine who may represent such employees. "Investigation has shown that on carriers generally employees in the occupations covered by this application are covered by the labor agreement applicable to maintenance of way employees including camp car cooks and their helpers in the maintenance of way and bridge and building departments," the board said. "This appears to be a natural development in view of the close similarity in the work and working conditions of cooks in the telegraph and signal departments and maintenance of way departments."

Postpone Atlanta Public Relations Meeting Indefinitely

The Association of American Railroads has postponed until a "date to be announced" the first of a series of one-day regional conferences on relations of the railroad industry with the public. The initial conference, to have been held in Atlanta, Ga., on May 12, as reported in *Railway Age* of May 1, page 54, later was set back to May 26. According to Colonel Robert S. Henry, vice-president, public relations, A.A.R., "the uncertainties which make it necessary to postpone the . . . conference . . . to May 26 continue to such an extent as to render doubtful the attendance of some of the key men of the conference."

Hits Enemies of Free Enterprise In the Department of Justice

The Department of Justice is undertaking to regulate the Interstate Commerce Commission, and "the great railway industry is in the breach," Arthur K. Atkinson, president of the Wabash, told members of the Hannibal (Mo.) Chamber of Commerce in an address on May 6. He spoke on the subject, "Free Enterprise in a Free Economy Under a Free Government."

Referring to the department's anti-trust suit against the carriers, the speaker stated that "the enemies of free enterprise in the Department of Justice are asserting that the very conference procedures which are vital in achieving the cooperative action which Congress desires are violative of its own anti-trust laws." In an attack against the Justice Department's reparations suits against the carriers, Mr. Atkinson said: "Many competent observers believe that the enemies of free enterprise are seeking to secure judgments against the carriers so large that they will wreck the entire industry and enable the government to take it over without offering even modest compensation to the owners as was honorably done by the Labor gov-

ernment of Great Britain when it nationalized its system of railways." We cannot have free enterprise in a free economy, he declared, if business is to be undermined by governmental competition or hamstrung by unnecessary governmental regulations and interferences.

Superintendents Announce Program For 52nd Annual Convention

The American Association of Railroad Superintendents will hold its fifty-second annual meeting at the Stevens Hotel, Chicago, on June 8, 9, and 10. Wayne A. Johnston, president of the Illinois Central, will address the superintendents and their guests at the annual luncheon on Wednesday, June 9, following which there will be a tour of Chicago railroad facilities by special train. Six subject committees will present during the three days' sessions their considered reports on subjects of importance to railroad operating officers.

Tuesday Morning, June 8
Tower Ballroom, Registration, 9 a. m.
(daylight time)

Charge to Railroad Superintendents: J. Brinkworth, vice-president, New York Central

President's Address: C. P. Fisher
Report of Committee No. 2—Operating Advantages and Possible Modification of Rules in C.T.C. Territory: C. I. Morton, chairman

Tuesday Afternoon, June 8
Tower Ballroom 2 p. m.
Report of Committee No. 6—Safety in Train Operation: O. H. Bryan, chairman
Report of Committee No. 1—Training Programs for Supervisors and Employees: F. J. Fryer, chairman

Tuesday Evening, June 8
Tower Ballroom, 8 p. m.
An address on railroad personnel matters: L. W. Horning, vice-president, New York Central

Wednesday Morning, June 9
Tower Ballroom, 9:30 a. m.
Report of Committee No. 4—Problems of Interline Distribution and Exchange of Freight Cars: H. P. Hannan, chairman
Report of Committee No. 3—Terminal Operations: J. L. Barngrave, Jr., chairman

Wednesday Noon, June 9
Boulevard Room, 12:30 p. m.
Annual Luncheon—Speaker: Wayne A. Johnston, president, Illinois Central

Wednesday Afternoon, June 9

Inspection Tour—Special Pennsylvania

train will leave Union Station at 2:30 p. m.,

visiting Clearing yard on the Belt Railway,

the Union stock yards on the Chicago Junction,

South Chicago, Hegewisch, Hammond and Indiana Harbor; return arriving Union

Station about 7 p. m.

Thursday Morning, June 10
Tower Ballroom, 9:30 a. m.

Report of Committee No. 5—Modernization of Handling Methods at Freighthouses: W. J. Silich, chairman

Address on the handling of explosives: E. J. League, inspector, Bureau of Explosives, Chicago

Thursday Afternoon, June 10

Railroad Movie Films

Business Meeting . . . Election of Officers

Adjournment by 3 p. m.

To Run Fast Overnight Pullmans Between Chicago and Atlanta

The "Georgian," a Diesel-powered, streamlined train offering overnight Pullman service between Chicago and Atlanta, Ga.—with connections at Evansville, Ind., to and from St. Louis, Mo.—will be inaugurated on June 1

by the Chicago & Eastern Illinois, the Louisville & Nashville and the Nashville, Chattanooga & St. Louis. The all-coach train heretofore operated as the "Georgian" between St. Louis and Atlanta by the L. & N. and the N. C. & St. L. has been discontinued.

The new train will depart from Chicago via the C. & E. I. at 4:15 p.m., and equipment for connection at Evansville will leave St. Louis at 2:45 p.m. The "Georgian" will depart from Evansville at 9:55 p.m. and arrive in Atlanta at 8:35 a.m. on the following day. Northbound, the streamliner will depart from Atlanta at 6:30 p.m. and arrive in Chicago at 8:40 a.m. Equipment cut out at Evansville will arrive in St. Louis at 7:50 a.m.

The "Georgian" will carry a full selection of sleeping car accommodations, including sections, roomettes, bedrooms and drawing rooms. Its equipment will also include a tavern-lounge car, seating 52 persons. All coach seats will be reserved, with standard coach fares in effect.

Dismiss "Red Cap" Fee Complaint

Acting upon a request of the complainants, the Interstate Commerce Commission has dismissed complaints wherein the United Transport Service Employees, Congress of Industrial Organizations, and others asked the commission to declare void the increase from 10 to 15 cents in the per-piece charge for handling the baggage of railroad passengers in "red cap" service. As reported in *Railway Age* of April 10, page 68, and previous issues, the complainants had requested the commission either to order the restoration of the 10 cent fee, or to declare even that rate unjust and unreasonable.

Six Western Roads Ask Reopening of Divisions Case

Reopening for further hearing of the proceedings wherein the Interstate Commerce Commission recently prescribed new bases for divisions of rates between eastern railroads generally and six western roads which refused to subscribe to the apportionment plan agreed upon in 1939 by other western roads and the eastern lines is sought in petitions which have been filed with the commission by the six western carriers. An alternative proposal by the petitioners (Chicago Great Western, Chicago, Rock Island & Pacific, Kansas City Southern, Missouri-Kansas-Texas, Missouri Pacific and St. Louis-San Francisco) is that the commission institute a general investigation of the divisions between carriers in Official territory and those in Western Trunk-Line territory. The prescribed divisions, meanwhile, are scheduled to become effective July 1.

As reported in *Railway Age* of March 20, page 92, the commission's report was in No. 28277, embodying

the nine-year-old complaint of the six dissatisfied western roads, and the related No. 28589, embodying a complaint (in the nature of a cross-complaint) wherein the eastern roads alleged that the complainants in the title case were already receiving unjust, unreasonable and inequitable divisions.

Increased Use of Diesel-Electrics Cited in House Probe of Oil Supply

Control by the government of the allocation of steel for the manufacture of petroleum transportation facilities, including railroad tank cars, and of the distribution of oil itself, should the present voluntary allocation and conservation programs prove unsuccessful, are among the recommendations which have been set forth by a special subcommittee on petroleum of the House armed services committee as a result of its investigation into the use of petroleum in relation to national defense. Hearings before the subcommittee, of which Representative Short, Republican of Missouri, was chairman, were held earlier this year.

According to the subcommittee's report, the nation is using "far more" oil now than it consumed before or at the peak of World War II, a condition attributed by the House group to the fact that (1) the instruments which consume oil, such as Diesel-electric locomotives, can and are being produced more rapidly than oil wells, pipe lines, refineries and tankers; and (2) the public prefers the use of oil to coal. In this connection, the committee referred to evidence in its record indicating that the American per capita consumption of petroleum products totaled 608 gallons in 1947, as compared with 367 gallons in 1938. The railroads are using 42 per cent more Diesel-electric locomotives now than in 1947, the report said, adding that 92 per cent of the new locomotives on order are Diesel-electrics.

In addition to proposing the prompt establishment of a petroleum stockpiling program, the subcommittee would have President Truman direct the National Security Resources Board to establish a commission composed of representatives of the petroleum industry, petroleum consumers and interested government agencies. Such a commission, it said, should be instructed to render a report on the nation's oil problem and recommend to Congress a petroleum policy adequate to meet the nation's present and long-range needs.

In finding that there is a critical shortage of petroleum transportation facilities, the subcommittee observed that there are now 5,000 fewer railroad tank cars than were available during World War II. In this respect, it said that it is "worthy to note" that Colonel J. Monroe Johnson, director of the Office of Defense Transportation, advised a congressional committee last fall that the nation's transportation system "can-

not stand up under the impact of another war."

"We are firmly of the view," the subcommittee commented in part, "that the nation must move vigorously and promptly to insure that the essential steel users of the nation are provided with an adequate supply of steel, our primary concern, resulting from our investigation, being the oil industry and the oil transportation and refining facilities connected therewith. Testimony was repetitious . . . to the effect that the present oil problem is primarily a steel problem—that given enough steel for casing, rigs, pipe lines, tank cars, tankers, refineries, we can promptly alleviate the oil shortages . . ."

Safety Men Meeting in Chicago Emphasize Need for Supervision

The important role played by supervisors in maintaining employee safety on the railroads and the close cooperation needed between the safety and claim departments of the carriers were two of the topics discussed at a regional meeting of the Safety section of the Association of American Railroads, at the Hotel Sherman in Chicago on May 5. The meeting—held in conjunction with the Midwest Safety Conference—was addressed by eight railroad officers and Ned H. Dearborn, president of the National Safety Council.

T. D. Beven, president of the Elgin, Joliet & Eastern, and G. A. Goerner, general storekeeper of the Chicago, Burlington & Quincy, emphasized the need for supervision in railroad safety work. Mr. Beven pointed out that "safety and supervision" are inseparable twins, adding that "you just can't have a good safety record without good supervision." A supervisor, he declared, must also be an educator, and the railroad safety department should be a "Department of Safety Education" staffed by safety experts with the ability to educate others. The speaker asserted that the head of a railroad should include personal injuries among his major "worriers."

Mr. Goerner told the safety men that supervisors who would succeed should study, live and teach safety. This formula, he said, would afford the supervisor a satisfaction and a joy that few other phases of his work can offer.

In discussing cooperation between safety and claim departments, M. L. Bluhm, general solicitor of the Chicago, Milwaukee, St. Paul & Pacific, observed that: (1) The claim man who notes an unsafe condition should report it to either the supervisory officer having jurisdiction thereover, or to the safety department; (2) the claim man should, after investigation of a case, analyze it to ascertain the cause, and render a report to the safety department; (3) the claim department, when it discovers that a particular type of accident is recurring frequently, should report this fact to the safety department; and (4) the

claim department should be invited to send representatives to safety conferences. Mr. Bluhm also enumerated ways in which the safety department can assist the claim department.

Other speakers at the one-day meeting were C. H. Longman, general manager of the Chicago & North Western; J. H. Aydelotte, vice-president of the Association of American Railroads; L. E. Hoffman, superintendent of rules and safety of the St. Louis Southwestern; G. M. O'Rourke, assistant engineer, maintenance of way department, Illinois Central; and H. L. Price, master mechanic, Atchison, Topeka & Santa Fe.

Lists General Freight Rate Changes Since October, 1914

The Interstate Commerce Commission has made public a "Statement of General Rail and Rail-Water Freight Rate Changes Made During the Period October, 1914, to April, 1948, Inclusive." The statement was prepared in the commission's Bureau of Traffic, the material having been assembled by A. F. Clow of that bureau's staff. It shows the "major" rate changes or "changes of considerable scope," made pursuant to commission decisions—from the July 29, 1914, decision in the Five Per Cent Case (Dockets 5860 and I. & S. 333) to the third interim increase in Ex Parte 166, which was authorized in the commission's April 13 decision. The information is set up for easy reference in three columns. One shows the year, the second the names and docket numbers of the proceedings and the dates of the decisions; and the third shows the territorial scope of the adjustment, the type of rates involved, the percentage change, and the effective date with tariff reference.

Announce Plans to Produce Diesel-Electrics in Canada

The Montreal Locomotive Works and the Canadian General Electric Company have concluded an informal trade agreement according to which both companies will combine forces to produce Diesel-electric locomotives in Canada under the trade name MLW-CGE. The first locomotive built by the new team will be a 1,000-hp. Diesel-electric which will be exhibited at the Canadian International Trade Fair in Toronto, Ont., from May 31 through June 12 and then delivered to the Canadian Pacific as the first unit of MLW-CGE's first order.

The new coalition follows the pattern established by the two firms' respective affiliated companies in the United States: The American Locomotive Company and the General Electric Company. It is expected that eventually MLW-CGE will produce in Canada the complete line of seven Alco-G.E. models of road and switching Diesels. H. M. Turner, president of Canadian General Electric, and Sir Frederick Carson,

executive vice-president of Montreal Locomotive, in making the announcement, emphasized that the MLW-CGE Diesels will be built in so far as possible from Canadian materials. Ultimately, it was predicted, more than 90 per cent of all the equipment going into the locomotives will be of Canadian origin.

Tooling up at the plants of both companies for the production of Diesels is well under way. The new line, Sir Frederick said, will not interfere with M.L.W.'s steam locomotive program nor its interest in steam locomotives. C. G. E. will produce the electrical equipment for the new Diesels at its Peterborough, Ont., plant. Mr. Turner explained that C.G.E. has plans for acquiring new factory space in order to free the necessary facilities at Peterborough for the planned production of the equipment.

Resources Board Plans Office of Transportation

An "Office of the Director of Transportation" is one of four "offices" which have been created within the National Resources Planning Board by Chairman Arthur M. Hill as part of what his announcement called "a general regrouping of organizational functions of his staff with a view to greater efficiency of the board in carrying out its legal mandate to advise the President concerning the coordination of military, industrial and civilian mobilization in the event of war."

No director of transportation has yet been named, nor has the office been otherwise staffed, but the announcement said that it will be "composed of divisions of railway, highway, airway, inland waterway, coastal, great lakes, and ocean." It will be part of the board's "Mobilization Planning Staff," which will include also similar offices of directors of production, human resources, and economic management.

Other phases of the regrouping include the creation of the Office of Vice-Chairman of the Board. With the staff assistance of directors of plans and programs and of mobilization procedures and organization, the vice-chairman will "coordinate and administer the work of the four newly created offices comprising the Mobilization Planning Staff." The director of plans and programs has been appointed; he is Ralph J. Watkins, who is "on loan" from Dun & Bradstreet, Inc., his position with that firm being director of the Marketing and Research Division.

Separation of Air Mail Subsidy Recommended by House Committee

Separation of the subsidy element in air mail pay, estimated by the Post Office Department to be between \$15 million and \$17 million annually to the scheduled air lines, has been recommended by the House committee on

post office and civil service following its survey of the department in order to determine where economies and efficiencies can be effected in the postal service.

According to the committee, of which Representative Rees, Republican of Kansas, is chairman, it has been suggested that such a separation could be arrived at by "accounting procedures" in the department. "However," the report adds, "this procedure would not eliminate the basic objection which is that, under the present situation, we have an administrative board (Civil Aeronautics Board) allocating public funds through which basic public policies are established without action directly by the Congress. The better solution is to make provisions for subsidies directly to the . . . board."

Discussing the committee's findings on the House floor on May 13, Mr. Rees declared that the Post Office Department should no longer be an unlimited source of funds which can be drawn upon at will by the C.A.B. to carry out "expensive experiments" in "our airline pattern." He also told his colleagues that recent actions by the C.A.B. point toward an "even greater diversion" of postal funds to "make up for the bad guesses" of the air lines and the board. "In the present Civil Aeronautics Board set-up," he continued in part, "we are permitting the spending of funds before approval of appropriations, and are giving our tacit consent to the questioned practice of deficiency appropriations. Also, by failing to separate the subsidy from air-mail pay, we are keeping an iron curtain between the people and the amount spent on our aviation policy."

The committee reported that, under the present system, wherein rates paid to air lines for carrying air mail are subject to many changes, it is virtually impossible to have any satisfactory approach to establishing air mail rates or air parcel post rates which will provide revenues to equal the expenditures for carrying this particular class of mail. "This situation is aggravated by the fact that increases in rates paid to carriers have no relationship to the service performed by the carrier for the Post Office Department," it said.

Among other things the committee found that (1) the pattern of air mail service sponsored by the C.A.B. places expensive operations, such as feeder line service, in separate categories, resulting in profits remaining for the high traffic areas and losses being charged to the postal service in the "public service" areas; (2) high salaries, stock warrants and options to officers, together with losses resulting from poor management and overexpansion, are cost factors in establishing "need" upon which mail pay is based; and (3) mail pay today represents 7.7 per cent of all operating revenues, as compared with 37.8 per cent in 1938.

"Yet," the committee stated, "the same procedure of using air mail pay to underwrite current losses for all operations remains." It also asserted that the "vicious practice" of retroactive mail pay increases is being continued, despite a declaration of policy to the contrary by the C.A.B. in the so-called Pennsylvania Central and Trans-World Airline cases.

With respect to a recently-issued C.A.B. show-cause order which proposes an increase in the ton-mile payments for carrying mail to the so-called service rate carriers, the committee said that the recommended rates are without relation to either allocated costs or the request for increases of the respective carriers. "It will be noted . . . that it is proposed to give one of these carriers an increase of 17.62 cents per ton-mile when it has not even requested any additional mail pay," the committee added. "A second carrier will receive an increase of 8.38 cents a ton-mile more than they requested. In the show cause order, the . . . board presents a chart showing costs allocated to be the mail service for the respective carriers. . . . It is noted that in estimating these allocated costs, the . . . board sets up a profit per ton-mile to be considered of 10 per cent after taxes. Such a rate actually represents a return of 16 per cent. Even considering this high rate of return based on the allocated costs, the cost for carrying air mail does not nearly approximate the recommended ton-mile rate for the respective carriers."

Railroads and Post Office Plan Mail-Pay Field Study

Steps toward a final decision in the Docket No. 9200 proceeding, wherein the railroads seek an increase of 45 per cent in mail pay, were taken May 13, when the carriers and Post Office Department advised the Interstate Commerce Commission that they would attempt to agree on the nature of a cooperative field study in order to determine the railroads' cost of handling mail. As reported in *Railway Age* of December 27, 1947, page 59, a December 4, 1947, order of the commission approved a temporary increase of 25 per cent in mail pay, retroactive to February 19, 1947.

The proposed study, suggested by the Post Office Department, is expected to last approximately two weeks, although counsel for the railroads told Commissioner Mitchell, who presided over the two-day hearing in the proceeding, that "the studies which we offer to cooperate in probably cannot be completed and submitted before early fall of this year." The Post Office Department, the railroads said, "ought in all fairness" to be ready to close its case by that time.

The railroads also held that they cannot agree to the department's proposal of a complete audit of passenger oper-

ating and overhead costs for the entire railroad industry. "We cannot agree," they added, "to any such unnecessary, time-consuming and costly series of studies." At the same time, however, they said they would agree to cooperate in a joint study to determine space used by the various types of passenger head-end traffic in mixed combination and partially used cars, provided that (1) the study shall be for as brief a period as will yield sound and reliable results; and (2) express and baggage space shall be computed on a basis comparable to that on which mail space is computed. They also said they would agree to participate in a joint study of station employee expense allocable to the handling of mail and to conduct, at their own expense, a study of railroad wheel reports for two days of 1948, in order to develop a weighted average car length.

According to the department, the study is essential "inasmuch as the railroads control the basic underlying data and the means of checking that data." The department also filed a petition in which it asked the commission to require the railroads to make available certain additional documentary evidence in connection with a station study "alleged to have been conducted by the railroads" and which charges approximately \$38 million a year to the department as terminal expenses incurred by the carriers in the handling of mail. Commissioner Mitchell, however, ruled that the railroads would not have to reply to the petition in view of the time needed by the carriers to consult with the department in organizing the proposed field tests.

Name Six Railroads Winning Top Honors in Safety Contest

Six Class I railroads have been awarded first place honors by the National Safety Council in its 1947 annual Railroad Employees' National Safety Contest. The Union Pacific, with a casualty rate of 1.81 (killed and injured) per million man-hours worked, was the winner among railroads whose employees worked 50,000,000 or more man-hours. It was this road's ninth first place award.

Other roads, honored in their respective groups according to the number of employee man-hours worked, are: Texas & New Orleans; Cincinnati, New Orleans & Texas Pacific; New Orleans & Northeastern; Georgia Southern & Florida; and Lake Superior & Ishpeming. Among the Pullman Company operating zones, the St. Louis, Mo., zone maintained the best employee safety record. The Wilmington (Del.) shop was the winner among that company's shop units.

The Cleveland Union Terminals placed first among the switching and terminal railroads whose employees worked more than 1,500,000 man-hours. The River Terminal, at Cleveland,

Ohio, had the best record among such roads whose employees worked less than 1,500,000 man-hours during 1947.

Freight Car Loadings

Loadings of revenue freight in the week ended May 15 totaled 847,403 cars, the Association of American Railroads announced on May 20. This was 33,214 cars, or 3.8 per cent, below the previous week (the decrease being primarily the result of embargoes placed on shipments of livestock and perishables because of the threatened railroad strike), 40,805 cars, or 4.6 per cent, under the corresponding week last year, and 159,193 cars, or 23.1 per cent, above the equivalent 1946 week, when coal loadings were down because of a miners' strike.

Loading of revenue freight for the week ended May 8 totaled 880,617 cars, and the summary for that week as compiled by the Car Service Division, A. A. R., follows:

	Revenue Freight Car Loading For the Week Ended Saturday, May 8
District	1948 1947 1946
Eastern ..	158,599 162,595 143,841
Allegheny ..	180,702 188,618 129,357
Pocahontas ..	73,476 74,543 21,898
Southern ..	142,887 140,862 118,625
Northwestern ..	129,490 126,154 97,272
Cent. West.	127,181 125,658 110,746
Southwest..	68,282 65,812 63,203
Tot. West. Dists. ..	324,953 317,624 271,221
Tot. All Rds.	880,617 884,242 684,942

Commodities:	Gr. & gr.	Revenue Freight Car Loading For the Week Ended Saturday, May 8
prods. ..	40,744	42,023 41,148
Livestock ..	14,623	14,251 16,024
Coal ..	187,778	189,072 34,573
Coke ..	14,070	14,625 5,093
For. prods.	43,420	48,722 45,903
Ore ..	79,387	70,314 26,174
Merchd.l.c.l.	110,218	122,626 126,682
Misc. ..	390,347	382,609 389,345
May 8	880,617	884,242 684,942
May 1	891,638	882,574 671,311
April 24 ..	852,309	893,712 660,264
April 17 ..	785,668	865,844 650,843
April 10 ..	683,852	757,839 649,298

Cumulative total,
19 weeks 14,612,274 15,517,103 13,693,281

In Canada.—Carloadings for the week ended May 8 totaled 75,332 cars as compared with 74,354 cars for the previous week and 76,754 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 8, 1948	75,332	34,403
May 10, 1947	76,754	37,544
Cumulative totals for		
Canada:		
May 8, 1948	1,380,228	680,498
May 10, 1947	1,323,698	712,392

Canadian carloadings for the week ended May 1 totaled 74,354 cars as compared with 74,677 cars for the previous week and 75,165 cars for the corresponding week last week, according to the bureau's compilation.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 1, 1948	74,354	34,655
May 3, 1947	75,165	38,271
Canada:		
Cumulative totals for		
May 1, 1948	1,304,896	645,095
May 3, 1947	1,246,944	674,848

OVERSEAS

India.—American manufacturers and suppliers have been invited by the Indian Railway Board to submit bids on furnishing 200 5,000-gal. cylindrical tanks for transporting gasoline, according to a recent issue of Foreign Commerce Weekly. Complete information is available from the Indian Supply Mission, 635 F street N. W., Washington, D. C.

Argentina.—The Ferrocarril Provincial de Buenos Aires is inquiring for 6 Diesel-electric locomotives, according to a report from the American embassy in Buenos Aires which was published in a recent issue of Foreign Commerce Weekly. Complete regulations, specifications and blue prints are obtainable at a cost of 100 paper pesos per set from the road's Administracion General, Calle 56 y 135, La Plata, Argentina.

ORGANIZATIONS

The Central Western Shippers Advisory Board will hold its 26th annual and 57th regular meeting on June 3 and 4, at the Shirley-Savoy hotel in Denver, Colo. Robert J. Bayer, editor of Traffic World, will address the luncheon session on June 4.

The Western Railway Club will hold its annual meeting on May 27 at the Hotel Sherman in Chicago, at which time the names of newly elected officers will be announced. The meeting will be designated as past presidents' night.

The Southwest Shippers Advisory Board will hold its 25th annual and 78th regular meeting on May 27 and 28, at the Skirvin hotel in Oklahoma City, Okla. Clark Hungerford, president of the St. Louis-San Francisco, will address the luncheon meeting on May 28, on the subject, "The Future of the Railroads." Carl Giessow, president of the National Association of Shippers Advisory Boards, is scheduled to speak at the morning session on May 28.

The New York Division of Railroad Enthusiasts will meet May 26 at 7:45 p.m. in room 5928, Grand Central Terminal. The program will include a discussion of "How to Operate a Locomotive" by James B. Van Atta, assistant road foreman of engines of the Central of New Jersey.

Karl F. Emmanuel, general manager of the Peoria & Eastern, will address the 12th annual dinner meeting of the Indianapolis Car Inspection Association to be held at Buckley's, Cumberland, Ind., on June 8 at 7 p.m. Mr. Emmanuel's subject will be "Function of the Military Railway Service, U.S.A."

The Car Department Association of Omaha has scheduled a meeting for June 10, to be held at the Railroad Y.M.C.A., Council Bluffs, Iowa, at 6:30 p.m.

The 76th regular meeting of the Pacific Coast Transportation Advisory Board will be held at the Palace Hotel, San Francisco, Calif., on June 16 and 17.

SUPPLY TRADE

The Federal Telephone & Radio Corp., associate of the International Telephone & Telegraph Corp., has announced the appointment of Earl Lipscomb Associates



Earl Lipscomb

of Houston and Dallas, Tex., to represent the wire transmission and transformer divisions in Texas, Louisiana, Oklahoma, Arkansas and New Mexico.

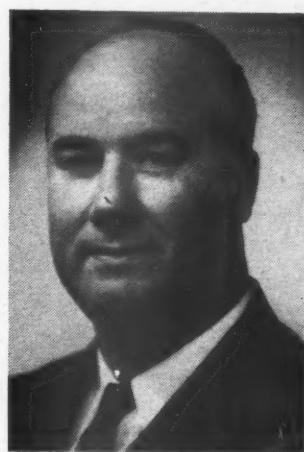
The Harnischfeger Corporation, at Milwaukee, Wis., has announced the establishment of a new division to serve railroads exclusively, under the jurisdiction of George A. Schmus, the firm's general traffic manager. The railroad division will supply counsel and assistance in the field covered by P. & H. products, which include overhead electric traveling cranes, electric hoists, crawler cranes, electric welders and welding electrodes.

The Link-Belt Company has opened a district sales office in Albany, N. Y., with J. Charles Bullock, formerly district sales manager at Schenectady, N. Y., in charge. The firm's Schenectady office has been discontinued.

William C. Roederer, assistant district manager of the St. Charles, Mo., passenger car plant of the American Car & Foundry Co., has been appointed district manager, to succeed John W. Lawler who has retired, after 50 years' service. The company also has announced the retirement of James L. Mahon, dis-

trict manager of its Detroit, Mich., plant, who also has been associated with the company and its predecessors for almost 50 years.

Mr. Roederer joined the engineering department of American Car & Foundry's Jeffersonville, Ind., plant in 1910. He remained there until 1917 when he was transferred to the shops



William C. Roederer

to serve in various departments as assistant and general foreman until 1925, when he was promoted to assistant to superintendent. In 1930 he was appointed general superintendent of the Jeffersonville plant and, in 1939, he was transferred to the St. Charles plant as superintendent of the passenger car department. Mr. Roederer served in that capacity until his appointment as assistant district manager in 1945.

Fred J. Meyer, formerly manager of the railroad division of the Nelson Stud Welding Corporation, the manufacturing assets and patent interests of which have been purchased by the Morton-



Fred J. Meyer

Gregory Corporation (see *Railway Age* of May 8, page 67), has been appointed assistant to the Morton-Gregory general sales manager. R. C. Friedly, former construction industry specialist on the

Nelson staff, has been appointed assistant general sales manager, and R. J. Kilmer, assistant general sales manager for Nelson since 1946, has been appointed controller.

John W. Crossett has joined the development and research division of the International Nickel Company, at New York, to succeed the late Frederick P. Huston. Mr. Crossett, who for the last 11 years has been associated with the



John W. Crossett

Chicago, Milwaukee, St. Paul & Pacific, will follow railroad development work in his new position. He joined the Milwaukee in 1937 as an assistant metallurgist in the test department and subsequently was appointed chief metallurgist and assistant engineer of tests.

The Dearborn Railway Specialty Company, Dearborn, Mich., has announced the appointment of the Casey-Newhall Corporation, San Francisco, Cal., as exclusive distributor of its wheel grinding brake shoes in the Pacific coast



Alexander M. Casey

states. The Casey-Newhall Corporation, organized by Alexander M. Casey, its president, and Walter S. Newhall shortly after they were released from active service in the Navy, acts as Pacific coast representative of eastern manu-

facturers, handling equipment lines for railroads and industrial establishments.

Paul D. Curtis has been appointed resident representative of the Cardwell Westinghouse Company and the Universal Railway Devices Company, at St. Paul, Minn., with offices in the First National Bank building in that city.

Wirt Farley, Jr., formerly on the sales staff of the Vapor Heating Corporation, with headquarters at Chicago, has been appointed manager of the firm's office in San Francisco, Cal. A. P. Stikkers, formerly of the San Francisco office, has been appointed district engineer at Los Angeles, Cal.

Harry E. Thiele has been elected vice-president—manufacturing of the General Steel Castings Corporation, in charge of the manufacturing departments of the company's two plants at Granite City, Ill., and Eddystone, Pa., with



Harry E. Thiele

headquarters at Granite City. Mr. Thiele has worked for more than 35 years in supervisory capacities in the various production departments at the Commonwealth plant.

Charles S. Weber, formerly production manager of the White Advertising Company, at Cleveland, Ohio, has been appointed advertising manager of the The Shovel Company, Lorain, Ohio.

The Whiting Corporation of Harvey, Ill., has taken over the business and plant of Spencer & Morris, Inc., at Los Angeles, Cal., and will continue the manufacture of the tramrail-type materials-handling systems which the latter company has distributed during the past 25 years. The plant will operate as the Spencer-Morris Division of the Whiting Corporation.

R. B. Rennaker, who has been affiliated with the radio industry for the past 25 years, and who was formerly associated with both the Mutual and Columbia broadcasting systems, has been appointed sales manager of the mobile

radiotelephone division of the Federal Telephone & Radio Corp., manufacturing associate of International Telephone & Telegraph Corp.

Spencer A. Ware formerly sales manager of the original equipment division of the Fram Corporation, has joined the R. H. Sheppard Company, Hanover, Pa., as general sales manager. Mr. Ware previously held executive posi-



Spencer A. Ware

tions with the Chrysler Corporation and Willys-Overland. During the recent war he was assistant director of the automotive division of the War Production Board and was a member of the board of directors of the Heavy Duty Truck Integration Committee.

OBITUARY

H. A. Morrison, retired vice-president of the Simmons-Boardman Publishing Corporation, at Chicago, died at the Presbyterian hospital in that city on May 9, following a long illness.

George E. Boyd, who retired in January, 1947, as associate editor of *Railway Age* and of *Railway Engineering & Maintenance*, with headquarters at Chicago, died at Englewood Hospital in that city on May 14, following a long illness. Mr. Boyd was born at Roseville, Ill., on February 26, 1874, and was graduated by the University of Illinois in 1896 with the degree of B. S. in civil engineering. He first entered railroad service in 1897, as a track apprentice with the Illinois Central, and subsequently served as rodman, instrumentman, resident engineer, assistant engineer—maintenance, and assistant engineer—construction. He was appointed roadmaster in 1904, which post he held until 1911, when he joined the Delaware, Lackawanna & Western as superintendent of bridges and buildings. He was advanced to division engineer with that road in 1913, and in 1923 he became associated with the *Railway Review* as engineering editor. When the *Railway Review* was purchased in 1927 by the Simmons-Boardman Publishing Company (now Cor-

poration), publishers of *Railway Age* and *Railway Engineering and Maintenance*, he was appointed associate editor of the *Railway Engineering and Maintenance Cyclopedia*, also a Simmons-Boardman publication. Mr. Boyd served in that capacity until 1929, when he was advanced to the positions he held at the time of his retirement. Two of his outstanding accomplishments as associate editor of *Railway Age* and *Railway Engineering and Maintenance* were his preparation of annual summaries and forecasts of construction and maintenance activities in the former, and his conduct of the "What's the Answer?" department monthly in the latter.

EQUIPMENT AND SUPPLIES

G. N. Will Spend \$13 Million

The board of directors of the Great Northern has authorized the purchase and construction of new passenger and freight equipment to cost in excess of \$13,000,000. Thirty modern coaches and sleeping cars will be included in the purchases of passenger equipment, and, as soon as materials are available, the road plans to begin the construction of 500 all-steel, 50-ton box cars in its shops at Superior, Wis., and St. Cloud, Minn.

FREIGHT CARS

The Western Maryland has ordered 1,000 55-ton hopper cars from the Bethlehem Steel Company. Delivery of the cars is scheduled to begin in February, 1949.

PASSENGER CARS

The Erie has ordered 30 70-ft. steel baggage and express cars from the American Car & Foundry Co. at an approximate cost of \$1,200,000. Delivery of the cars, the inquiry for which was reported in *Railway Age* of March 13, is scheduled for the fall of 1949.

LOCOMOTIVES

The Reading has ordered 15 1,000-hp. Diesel-electric switching locomotives from the Baldwin Locomotive Works. Delivery of the locomotives is scheduled for early fall.

SIGNALING

The Baltimore & Ohio has ordered equipment from the General Railway Signal Company for an all-relay, unit-wire electric interlocking. The control machine, to be located in Tower J, Willard yard, Willard, Ohio, will have

a 21 by 55-in. control panel, equipped with 14 track indication lights and 31 levers for the control of 14 switch machines and 20 signals. Type-B plug-in relays, Type-U color-position-light signals, Model-5C electric switch machines and welded steel relay cases will be used in this installation.

The Southern Pacific has placed an order with the Union Switch & Signal Co. to cover the materials required for the code remote control of Polvo interlocking from Tucson, Ariz., a distance of four miles. The order includes a B-30 control panel, the office and field code apparatus, Style-M-22A dual-control low-voltage electric switch layouts and the relays, rectifiers and transformers. The field work will be handled by the railroad forces.

MARINE

The Pennsylvania has ordered a steel tugboat for use in New York harbor from the R.T.C. Shipbuilding Company of Camden, N. J. The vessel, first of its type to be ordered by the road since the war, will be 105-ft. long with a 26-ft. beam and a 14-ft. draft. It will be equipped with a coal-burning, 3-cylinder, double-acting Uniflow marine engine of 135 r.p.m. and 1,200 indicated horsepower, to be built by the Skinner Engine Company, Erie, Pa.

CAR SERVICE

I.C.C. Service Order No. 775 (revised), which provides for super-demurrage charges on freight cars, has been modified by Amendment No. 2, which increases the prescribed charges on gondola and hopper cars held more than three days after the expiration of free time, to \$11 per car for the fourth day, or fraction thereof, and \$16.50 per car per day, or fraction thereof, for each succeeding day. The high charges apply on "cars described in the current Official Railway Equipment Register under headings, Class G-Gondola Car Type, Class H-Hopper Car Type, and Class LO-Special Car Type." The amendment further provides that, when these cars are subject to an average demurrage agreement, the \$3.30 per day debit charge (prescribed in the order for the first two days after free time) may be offset or reduced by accrued credits; but the higher charges for subsequent days may not be thus offset or reduced, "except on run-around cars."

I.C.C. Service Order No. 381 (revised), which requires prompt forwarding from Mobile, Ala., and Bauxite, Ark., of cars comprising trainload shipments of bauxite ore, has been modified by Amendment No. 3, which set back the expiration date from May 10 until November 10.

General Permit ODT 16C, Revised 1-C, Amendment 1, issued by the Office of Defense Transportation with a May 13 effective date, provides that shipments of overseas freight requiring a license from the Office of International Trade, may not be moved from origin points unless shipping documents bear the validated O.I.T. license number.

CONSTRUCTION

Atlantic Coast Line.—This road has authorized the following projects, the probable costs of which are shown in parentheses: Extending six crossing tracks between Waycross, Ga., and Atlanta (\$70,950); and extending six other passing tracks between Manchester, Ga., and Birmingham, Ala. (\$77,388).

Canadian Pacific.—This road has awarded a contract to Charles Duranceau, Ltd., Montreal, Que., for building an engine-house, a machine shop, a locomotive foreman's office and turntable pits on the site of the new hump-retarder freight yard at Cote St. Luc, Montreal, at an approximate cost of \$1,000,000. (See *Railway Age* of August 16, 1947, page 74.)

Chicago, Indianapolis & Louisville.—This road has awarded the following contracts to E. T. Strom, of Gary, Ind. (estimated costs in parentheses): For lowering and relocating 1,235 lin. ft. of concrete pavement and constructing a concrete underpass with I-beam deck, in the Cedar Lake (Ind.) area (\$49,900); and construction of a 1.9-mi. line change, including grading, clearing and drainage, between Cedar Lake and Creston, Ind. (\$40,500).

Detroit Terminal.—The Barton-Malow Company of Detroit, Mich., has been awarded a contract by this road for the construction of a two-story office building, 97 ft. by 40 ft., at Mound road in Detroit. The building will cost approximately \$70,000 and will house the entire general office staff of the railroad.

Grand Trunk Western.—This road has awarded a contract to the Cunningham-Rudy Company of Detroit, Mich., for the construction of a passenger station and alterations to the existing yard office at Grand Rapids, Mich.

Lehigh Valley.—This company plans to build a 3,100 ft. industrial track at Hazleton, Pa., to serve a new plant of the Electric Auto-Lite Company.

Missouri Pacific.—Improvement projects now underway on this road, or which will be started in the near future, are as follows (estimated costs in parentheses): Construct two mechanically operated lift bridges (\$78,000) at St.

Louis, Mo., and a 66-ft. by 150-ft. building and other facilities in connection with Diesel locomotive repair shop (\$250,000); install facilities at Rankan yard in St. Louis, for servicing and repairing of lightweight passenger train equipment (\$146,300); complete various jobs at the road's facilities on Ewing avenue in St. Louis, including, among other things, installation of water treating and supply facilities for Diesel locomotives and the construction of an additional lead to the Diesel shop (\$121,100); construct a two-story brick building at Main and Gratiot streets, St. Louis, to provide a freight office and wash and locker room facilities (\$56,500); install wash and locker room facilities in the blacksmith shop at DeSoto, Mo. (\$21,920); install water line, additional steel storage tank and treating equipment at North Little Rock, Ark. (\$65,500); install oil and water facilities for Diesel locomotives at both ends of the union station platform in Little Rock, Ark. (\$40,000); construct shops, enginehouses, office building and other facilities at Sedalia, Mo., to replace those destroyed by fire (\$297,500); construct two-story reinforced concrete and brick building to house PBX exchange and telegraph facilities, located on Topping avenue in Kansas City, Mo. (\$103,370); erect a one-story brick building and communication tower at Leeds, Mo. (\$24,975); install two 400-hp. water tube boilers in power plant at Falls City, Neb. (\$115,850); install Diesel locomotive servicing and repair facilities at Osawatomie, Kan. (\$598,000); install fuel oil, water and sanding facilities for the servicing of Diesel locomotives at Hoisington, Kan. (\$29,800); install fuel oil facilities for Diesel power at Osawatomie, Kan., Scott City, Salina, and Ordway, Colo. (\$26,660); change alinement, raise grade and erect bridge at Cache, Ill., made necessary by the government's construction of a diversion channel to the Cache River (\$162,000); construct a new 6,169-ft. connection to the Hot Springs (Ark.) subdivision at Benton, Ark. (\$84,385); rearrange and expand tracks and interlocking facilities at Kansas City (\$509,000); revise alinement of the main track in the vicinity of Pope, Kan. (\$89,000); extend bridges No. 35 and 35-A and raise track a maximum of 4.5 ft., at Union, Neb. (\$63,000); change alinement and raise 1,500 ft. of existing main track a maximum of one ft., at Gypsum, Kan. (\$62,800); extend yard tracks at Hoisington (\$48,380); make line and grade changes at Palarm, Ark., in connection with river protection work recommended by U. S. district engineer (\$251,300); replace 661 ft. of untreated open-deck pile trestle at the north approach to bridge 637, at Arkadelphia, Ark., with 27-ft. beam span and 630 ft. of concrete trestle, and raise track a maximum of two ft. (\$57,000); replace semaphore signals with color light signals and change from overlap to APB signaling, between Piedmont, Mo., and Poplar Bluff

(\$105,000); install electric switch locks on hand-throw switches controlling movements between sidings and main track on lines where trains are operated by signal indication, at Higginson, Ark., Valentine, Newport, Bald Knob, Beebe and Holland, Washington, Mo., J. J. Siding, Chamois and Gasconade (\$151,500); replace semaphore signals with color-light signals between New Haven, Mo., and Osage (\$111,000); and install interlocking plant at Wichita, Kan. (\$85,320).

The road will reconstruct bridges and raise track at the following points: Nuckles, Ark., bridges No. 315-B, 316, 317 and 322-A, (\$161,000); Sprudel, Ark., bridge No. 771-A (\$24,700); Witherspoon, Ark., bridge No. 635 (\$22,600); Arkadelphia, Ark., bridge No. 636 (\$54,500); and Centropolis, Mo., bridges No. 4 and 4-A over Big Blue river (\$89,000). The following bridges will also be reconstructed: No. 44 and 45, at Morton, Ark., (\$84,500); No. 32, at Patterson, Ark. (\$23,000); No. 9, at Rio Vista, Ark. (\$83,000) and No. 15 (\$27,900); and No. 30, at Sterlington, La. (\$139,800).

Louisville & Nashville.—This road has authorized the installation of centralized traffic control on the Eastern Kentucky division, between Hazard and Blackey, 27 mi. The project will cost an estimated \$524,000, and is expected to be completed early next year.

Pennsylvania.—This road has announced that work soon will be started on the construction of a steel frame and brick passenger station adjacent to the Curtis Publishing Company's new plant at Sharon Hill, Pa. L. P. Struble, chief engineer of the road's eastern region, will be in charge of construction, which is expected to be completed early in the fall. The station's waiting room will be 19-ft. by 42-ft. A ticket office 13-ft. by 12-ft. and a 16-ft. by 9-ft. baggage room are included in the plans and 600-ft. loading platforms will be built on both sides of the track. Shelters will cover 300 feet of the loading platforms on each side.

Pittsburgh & West Virginia.—This road has awarded a contract to W. K. & S. A. McPherson, Edgeworth, Pa., for constructing an overhead tramway bridge to serve the Banning mine of the Pittsburgh Consolidation Coal Company, Smithton, Pa., at an estimated cost of \$26,000.

Richmond Fredericksburg & Potomac.—This road has authorized the construction of a freight station at Quantico, Va., at a probable cost of \$80,000.

Point Comfort & Northern.—This new company has applied to the Interstate Commerce Commission for authority to construct a line extending approximately 12 miles from a point near Point Comfort, Tex., to a connection with the

St. Louis, Brownsville & Mexico at Lolita, to serve a \$20,000,000 plant to be constructed by the Aluminum Company of America at Point Comfort.

FINANCIAL

New Security Issues

The following applications have been filed with the Interstate Commerce Commission:

Chicago, Rock Island & Pacific.—To assume liability for \$4,590,000 of series A equipment trust certificates, the proceeds of which will be applied toward the purchase of the following equipment, all of which will be acquired from the Pullman-Standard Car Manufacturing Co.:

Description	Estimated Unit Price
1,000 50-ton steel box cars	\$4,456
3 observation-lounge sleeping cars	117,030
1 22-roomette sleeping car	110,700
1 12 double-bedroom sleep'g cars	93,760
1 type 2-4-4 sleeping car	110,800
5 type 8-6-4 sleeping cars	103,330

The certificates, to be sold on the basis of competitive bidding, will be dated July 1, and will mature in 30 semi-annual installments of \$153,000, starting January 1, 1949.

Reading.—To assume liability for \$4,800,000 of series O equipment trust certificates, the proceeds of which will be applied toward the purchase of 3 6,000-hp. Diesel-electric road freight locomotives, at an estimated unit cost of \$604,900, and 1,000 steel box cars, at an estimated unit cost of \$4,443. The locomotives will be acquired from the American Locomotive Company and the box cars from the American Car & Foundry Co. The certificates, to be sold on the basis of competitive bidding, will be dated June 1 and will mature in 20 semi-annual installments of \$240,000, starting December 1.

Division 4 of the I.C.C. has authorized:

Baltimore & Ohio.—To assume liability for \$4,500,000 of series Y equipment trust certificates, the proceeds of which will be applied toward the purchase of 1,270 70-ton open-top steel hopper cars, estimated to cost \$5,633,650, as reported in *Railway Age* of May 1, page 66. The certificates will be dated May 1 and will mature in annual installments of \$450,000, starting May 1, 1949. The report also approves a selling price of 99.22 with a 2 3/8 per cent interest rate, the bid of Harris, Hall & Co., and associates, on which basis the average annual cost will be approximately 2.54 per cent. The certificates were reoffered to the public at prices yielding from 1.5 per cent to 2.7 per cent, according to maturity.

City of New Orleans, La.—To issue \$15,000,000 of City of New Orleans Union Passenger Terminal bonds, the proceeds of which will be applied toward the construction of a new union passenger terminal in that city (see *Railway Age* of April 17, page 67). The bonds will be dated January 1, and will bear interest at the rates of 4 per cent yearly from 1953 to 1956, inclusive; 2 3/4 per cent yearly from 1957 to 1987 inclusive; and 2 1/2 per

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cent yearly from 1988 to maturity in 1998. They will mature in 38 annual installments, starting at \$225,000 on January 1, 1953, and increasing each year to \$630,000 on January 1, 1989, with the final installment of \$100,000 being due on January 1, 1998. The report also approves a selling price of \$15,013,200, with the varying 2½ per cent 4 per cent interest rate, the bid of Halsey, Stuart & Co., and associates, on which basis the average annual cost will be approximately 2.73 per cent.

The commission, meanwhile, acting on a petition filed by the Railway Labor Executives' Association, has reopened the proceeding for the sole purpose of reconsidering the time limitation prescribed in the conditions for the protection of employees. As reported in the April 17 issue, the commission imposed protection conditions for a period of four years from the date of its April 7 order.

Illinois Central.—To assume liability for \$14,000,000 of series Z equipment trust certificates, the proceeds of which will be applied toward (1) providing funds so that the I.C. may reimburse its treasury in part for expenditures already made during the current year for the purchase of its own bonds; (2) the further purchase of such bonds; and (3) the acquisition of additional equipment and other capital purposes. The equipment to be subjected to the trust consists of 53 locomotives, 51 passenger cars and 3,073 freight cars, the original cost of which amounted to \$20,399,847, and the depreciated value of which amounted to \$18,884,469 as of April 1. The certificates will be dated April 1 and will mature in 20 semi-annual installments of \$700,000, starting October 1. The report also approves a selling price of \$99,405, with a 2½ per cent interest rate, the bid of Halsey, Stuart & Co., and associates, on which basis the average annual cost will be approximately 2.63 per cent. The certificates were reoffered to the public at prices yielding from 1.35 per cent to 2.75 per cent, according to maturity.

Central of New Jersey.—Reorganization.—The Interstate Commerce Commission has set back to June 29 its originally scheduled May 25 hearing with respect to the reorganization of this road. The hearing, to be held at the commission's Washington, D. C., offices before Examiner J. V. Walsh, will deal with plans heretofore filed and any other plans that may be filed during the hearing.

Chicago, Rock Island & Pacific.—Initial Preferred Dividend.—This road has declared an initial dividend of \$2.50 a share on the preferred stock, payable on June 30 to stockholders of record on June 10. The dividend covers the first half of 1948 and it is contemplated that future preferred dividend action will be on a quarterly, instead of a semi-annual, basis.

Pittsburgh & Lake Erie.—Changed Dividend.—This road has declared a dividend of \$3 a share on the common stock, payable on June 10 to stockholders of record on May 26. Two payments

were made on this issue last year, one of \$4 on December 15 and the other of \$2 on June 16.

Dividends Declared

Catawissa.—5% 1st issue pfd., 75c, semi-annually; 5% 2nd issue pfd., 75c, semi-annually, both payable May 22 to holders of record May 8.

Chicago, Rock Island & Pacific.—5% pfd. series A (initial), \$2.50, semi-annually, payable June 30 to holders of record June 10.

Delaware & Bound Brook.—50c, quarterly, payable May 20 to holders of record May 13.

Detroit, Hillsdale & South Western.—\$2.00, semi-annually, payable July 6 to holders of record June 18.

Little Schuylkill Navigation & Coal.—75c, semi-annually, payable July 15 to holders of record June 10.

New York, Chicago & St. Louis.—6% preferred A (accum.), \$3.00, payable July 1 to holders of record June 15; 6% preferred A (accum.), payable October 1 to holders of record September 15.

Norfolk Southern.—50c, quarterly, payable June 15 to holders of record June 1.

Pittsburgh, Bessemer & Lake Erie.—6% preferred, \$1.50, semi-annually, payable June 1 to holders of record May 15.

Pittsburgh & Lake Erie.—Irregular, \$3.00, payable June 15 to holders of record May 26.

Pittsburgh, Youngstown & Ashtabula.—7% preferred, \$1.75, quarterly, payable June 1 to holders of record May 20.

Virginian.—62½c, quarterly, payable June 25 to holders of record June 11.

Average Prices Stocks and Bonds

	May 18	Last week	Last year
Average price of 20 representative railway stocks	54.66	53.14	41.74
Average price of 20 representative railway bonds	89.09	88.66	85.58

ABANDONMENTS

Application has been filed with the Interstate Commerce Commission by:

Central of Georgia.—To abandon a 17.2-mile branch from Chickamauga, Ga., to Durham. The applicant advised the commission that the branch is being operated at a loss and that there is no prospect for any increase in tonnage. It said that an expenditure of \$70,000 would be required if operation of the branch is to be continued.

Division 4 of the I.C.C. has authorized:

Evansville Suburban & Newburgh.—To abandon its entire line, extending 18 miles from Evansville, Ind., to Boonville, subject to the condition that the applicant sell the line, or any portion thereof, to any responsible party offering, within 40 days from May 4, to purchase it for continued operation at not less than the net salvage value. According to the commission's report, no industries requiring rail-transportation facilities are located on the line, and the E.S.&N. will continue operating buses for the transportation of passengers over a highway paralleling the railroad. The line, the commission said, now has practically no source of income except a small switching business.

Illinois Central.—To abandon a line extending from Grenada, Miss., to Grenada Junction, approximately 31.5 miles. The commission, noting that the line has been operating at substantial losses, said that although the abandonment

will result in depreciation in property values and inconvenience to some shippers, the applicant cannot be expected to keep the line in operation at a loss while awaiting further development of the territory, the reopening of sand and gravel pits or other potential traffic.

New York Central.—To abandon a portion of a branch from Wellsville, Pa., to Antrim, 12.3 miles. Passenger operations over the segment ceased in 1930 and no freight trains have been operated since May, 1946. The commission said that there is no present public need for the line, as the highways adjacent thereto appear to be ample to handle any traffic.

Southern Pacific.—To abandon a 1.7-mile portion of a branch from a point near Ensley, Cal., to the end of the branch near Karnak. According to the commission's report, no service has been rendered over the line since 1946.

RAILWAY OFFICERS

EXECUTIVE

Arthur C. Leake, whose election as vice-president in charge of traffic of the Minneapolis & St. Louis, with headquarters at Minneapolis, Minn., was reported in *Railway Age* of May 8, was born at Monett, Mo., on March 31, 1889. After a public school education, he entered railway service in December, 1904, as a clerk in the mechanical department of the St. Louis-San Francisco at Monett, serving in that capacity until 1907, when he became a brakeman on the



Arthur C. Leake

Eastern division of the Frisco. During World War I he served with the Transportation Corps in France, rising to the grade of master sergeant. From 1919 to 1921, Mr. Leake was engaged in the railway tie business, returning to the Frisco in August of the latter year as a clerk in the traffic department. He was subsequently promoted to chief clerk in the milk traffic department, and later served in the same capacity

in the office of the division passenger agent at Memphis, Tenn., and as city freight and passenger agent at that point. In April, 1929, Mr. Leake went with the Minneapolis & St. Louis as traveling agent at St. Louis, Mo., and in 1936 he was advanced to general agent at Birmingham, Ala. He was transferred to St. Louis in 1943, and in September, 1945, he was promoted to traffic manager, the post he held at the time of his election as vice-president in charge of traffic.

Herbert W. Ward, whose election as executive vice-president of the Illinois Terminal, with headquarters at St. Louis, Mo., was reported in *Railway Age* of May 8, was born on April 24, 1894, at Spooner, Wis. Mr. Ward received his higher education at the Minnesota College of Law, having been awarded the LL.B. degree in 1934. He began his railroad career with the M. & St. L. in 1908 as a clerk in the tariff department, and in 1910 he joined the Chicago, St. Paul, Minneapolis &



Herbert W. Ward

Omaha as a clerk. He subsequently held successive positions with that road as brakeman, conductor, traveling freight and passenger agent at Duluth, Minn., and city freight agent at Minneapolis, Minn. Mr. Ward rejoined the M. & St. L. in 1935 as general freight agent, advancing to traffic manager in 1936 and to general traffic manager in 1938. He was advanced in 1943 to vice-president—traffic, which position he held at the time of his election to the Illinois Terminal post.

D. L. Keiser, vice-president of the Texas Mexican, has been elected president, with headquarters at San Antonio, Tex., succeeding the late **R. W. Morrison**, whose death was reported in *Railway Age* of April 24. **R. R. Fenner**, general manager of the road, has been elected vice-president at Laredo, Tex.

A. P. Titus, president and general manager of the Illinois Terminal, with headquarters at St. Louis, Mo., has been elected chairman of the road's executive committee. Mr. Titus has announced

his intention to retire following the annual meeting of the board of directors in September, at which time it is proposed that **H. W. Ward**, recently elected executive vice-president, will be selected to head the road. Mr. Ward's election as executive vice-president was reported in the *Railway Age* of May 8.

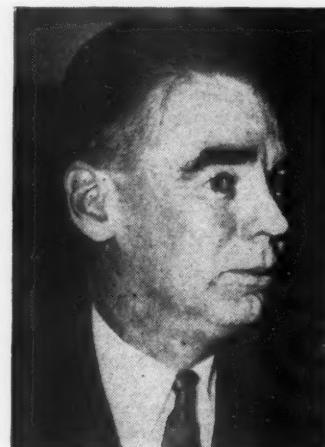
H. J. Midgette has been promoted to president's assistant, Seaboard Air Line, with headquarters at Norfolk, Va. Mr. Midgette, a native of Hyde county, N. C., attended schools of Belhaven, N. C., and business college in Norfolk.



H. J. Midgette

He entered the service of the Seaboard in 1919 in the accounting department at Portsmouth, Va. After serving in various capacities in that department, he became a statistician in the president's office in 1944, subsequently becoming office assistant to the president in 1946.

J. Elmer Monroe, assistant director of the Bureau of Railway Economics of the Association of American Railroads, has been appointed assistant vice-presi-



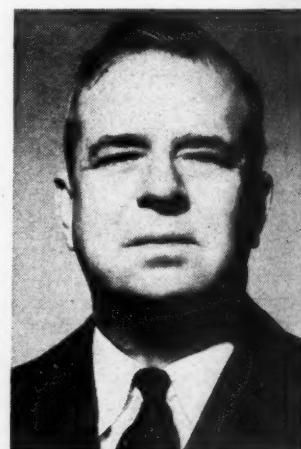
J. Elmer Monroe

dent of the bureau. Mr. Monroe has been on the staff of the bureau since October, 1913, except for a period of two years when he served as an officer

in the United States Army during World War I. From 1923 to March, 1941, he held the position of statistician, and on April 1, 1941, he became assistant director of the bureau. Mr. Monroe has been associated on several occasions with the Carriers' Conference Committees in connection with railroad wage settlements, and has appeared as a witness for the railroads before emergency and arbitration boards in wage cases. He also represented the railroads in rate cases before the Interstate Commerce Commission and various state commissions. The new A.A.R. assistant vice-president is the author of "Railroad Men and Wages."

Clair M. Rodewig, general counsel of the Chicago & Eastern Illinois, has been elected vice-president—law, with headquarters as before at Chicago.

J. C. White, vice-president in charge of the New York Zone of the Pennsylvania, with headquarters at New York, has been advanced to vice-president in charge of purchases, stores and insurance of the system, with headquarters at Philadelphia, Pa., succeeding **C. D. Young**, who will retire on June 1 after 46 years of service. **H. H. Peeler**, general manager of the Central region at Pittsburgh, Pa., has been advanced to vice-president in charge of the New York Zone and the Long Island, succeeding Mr. White.

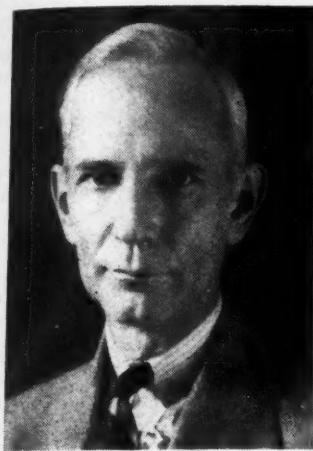


J. C. White

Mr. White, a native of Huntingdon, Pa., and a graduate of Pennsylvania State College in civil engineering, entered the service of the P. R. R. in 1912 as a chainman. He subsequently had extended experience in many areas of the road as assistant supervisor, supervisor, division engineer and superintendent. During 1933 and 1934 he was superintendent of the Philadelphia Terminal division, and later superintendent of freight transportation of the Eastern region at Philadelphia. He also served as superintendent at Terre Haute, Ind., and Pittsburgh. Mr. White became general manager of the Western region at Chicago in 1935 and transferred to the

Central region at Pittsburgh in 1939. He was promoted to vice-president at New York on February 1, 1946.

Mr. Young, born at Washington, D. C., and a graduate of Cornell University, has been in the P.R.R.'s service since 1902, starting as a special apprentice. He advanced through the mechanical engineering grades to engineer of tests at Altoona, Pa., in 1911, and to superintendent of motive power of the Southern General division in 1917. Mr.



C. D. Young

Young became supervisor of stores in 1920 and was subsequently stores manager, general purchasing agent and assistant vice-president in charge of purchases, stores and insurance. He became head of the department, as vice-president, in 1932 and in 1938 his responsibilities were enlarged to include the Real Estate department. Mr. Young



H. H. Pevler

was elected a director in 1939. Mr. Young is a widely known authority on the technological and metallurgical requirements of the transportation industry. In World War I he served in France as a lieutenant colonel in the Transportation Corps. In World War II he was commissioned a brigadier general and appointed director of the Procurement and Distribution Division, Service of Supply, United States Army.

Following his work in that capacity he went on inactive status and became assistant director, and afterwards deputy director and acting director, of the Office of Defense Transportation, returning to the P.R.R. on November 1, 1945.

Mr. Pevler, a native of Waynestown, Ind., and a graduate of Purdue University, entered the service of the Pennsylvania in 1927 as an assistant on the engineers' corps in Philadelphia. He subsequently had extended experience in many areas of the railroad as assistant supervisor, supervisor, division engineer and superintendent. He became superintendent of freight transportation at Philadelphia in 1940 and was later superintendent of the Philadelphia Terminal division. In 1942 he was appointed general superintendent of the Eastern Pennsylvania division at Harrisburg, Pa., and from that post advanced to general manager of the Western region at Chicago in January, 1946. Mr. Pevler has been general manager of the Central region at Pittsburgh since October 16, 1946.

FINANCIAL, LEGAL and ACCOUNTING

Charles Cook Howell, senior general solicitor of the Atlantic Coast Line, has been elected general counsel, with headquarters as before at Wilmington, N. C. The title of senior general solicitor has been abolished. A photograph and biography of Mr. Howell appeared in *Railway Age* of April 17, page 74.

A. G. Collier, acting auditor of the Texas City Terminal, at Texas City, Tex., has been elected auditor.

Guy W. Knight, assistant general counsel of the Pennsylvania at Philadelphia, Pa., has been appointed general attorney. Born in Port Deposit, Md., and a graduate of Pennsylvania State College and of the University of Pennsylvania Law School, Mr. Knight entered railroad service with the Pennsylvania in 1934 as a law clerk. He was subsequently assistant solicitor, assistant general solicitor, and assistant to the general counsel. During the war, Mr. Knight served in the Navy Department at Washington, and on the staff of the commandant of the Fourth Naval District at Philadelphia as a lieutenant. Upon his return to the P.R.R., he was appointed assistant general counsel on October 1, 1945. Throughout the recent wage and rule negotiations at Chicago with the enginemen, firemen and switchmen, Mr. Knight acted as chief counsel for the railroads on wage matters.

OPERATING

W. E. Mullins has been appointed acting superintendent of the Boston division of the New York, New Haven & Hartford at Boston, Mass., succeeding

Colonel W. S. Carr, who has been appointed assistant regional director, Eastern region, in connection with the Army's operation of the railroads.

G. W. Kelly has been appointed general manager of the Texas Mexican, with headquarters at Laredo, Tex.

George Morse Leilich has been appointed superintendent of the Wyoming division of the Lehigh Valley, with headquarters at Wilkes-Barre, Pa., as reported in *Railway Age* of May 8. Mr. Leilich was born on December 18, 1916, at Milwaukee, Wis., and attended Baltimore Polytechnic Institute. He received his M.E. degree from Purdue University in 1936 and was graduated in business administration from Yale University in 1937. Entering railroad service on July 6, 1937, with the Lehigh Valley, Mr. Leilich served as special apprentice at Bethlehem, Pa., until July 1, 1938, when he was transferred to Sayre, Pa. He was appointed transportation inspector at Bethlehem on March 1, 1940, and became assistant trainmaster on the New York division at Jersey City, N. J., on January 16, 1941. He was promoted to train master of the New York division at Easton, Pa., on August 1, 1941, transferring to the Wyoming division at Wilkes-Barre on June 16, 1944, and back to the New York division at Jersey City on February 1, 1948, where he remained until his recent promotion.

Albert W. St. Clair, superintendent of the Appalachian division of the Southern, with headquarters at Bristol, Va.-Tenn., has been transferred to the Asheville division, with headquarters at Asheville, N. C., succeeding Thomas R. Good, who replaces Mr. St. Clair at Bristol. Lonnie I. McNutt, assistant superintendent of the Knoxville division at Knoxville, Tenn., has been appointed superintendent of the Georgia Southern & Florida at Macon, Ga., and will also have jurisdiction over St. Johns River Terminal at Jacksonville, Fla. Mr. McNutt succeeds Berry F. Langford, who has retired after 47 years of service. John P. Mumford, trainmaster of the Washington division at Charlottesville, Va., has been appointed assistant superintendent of the Knoxville division, succeeding Mr. McNutt.

Mr. McNutt, a native of Alabama, was born on July 30, 1901, and after attending Alabama public schools, entered the Southern's service in February, 1918, as a call boy at Jasper, Ala. He later served as a telegrapher at various points on the Birmingham division and subsequently at Birmingham as train dispatcher, night chief dispatcher and assistant trainmaster. He was promoted to trainmaster at Selma, Ala., in October 1944, and was transferred to Louisville, Ky., in a similar capacity in February, 1946. On March 16, 1947, he was promoted to assistant superintendent at Knoxville, which position he held until his recent appointment.

W. W. Patchell, general manager of the Western region of the Pennsylvania at Chicago, has been transferred to the Central region at Pittsburgh, Pa., succeeding **H. H. Pevler**, who has been advanced to vice-president of the New York Zone. **James P. Newell, Jr.**, general superintendent of the Eastern Pennsylvania division at Harrisburg, Pa., succeeds Mr. Patchell as general manager of the Western region. **Allen J. Greenough**, superintendent of the Maryland division at Baltimore, Md., has been appointed general superintendent at Harrisburg, succeeding Mr. Newell. **T. E. Boyle**, superintendent of freight transportation of the Western region at Chicago, succeeds Mr. Greenough at Baltimore and **W. C. Allen**, trainmaster of the Conemaugh division, succeeds Mr. Boyle as superintendent of freight transportation at Chicago.

Mr. Newell was born at Carthage, Mo., on September 18, 1902, and received his civil engineering degree from Princeton University in 1924. He entered railroad service in 1927 as assistant on an engineering corps, Pittsburgh division, P.R.R., subsequently serving as assistant supervisor of track at Sharpsburg, Pa., and Carnegie, and as supervisor of track of the Buffalo division at East Aurora, N. Y., and on the Erie and Ashtabula, Pittsburgh, Middle and Maryland divisions. In January, 1936; he became assistant divi-

from Union College, Schenectady, N. Y. He entered railroad service in 1928 as assistant on an engineering corps of the P.R.R., subsequently serving as assistant supervisor of track. In 1933 he was appointed supervisor of track, in which capacity he served successively on the Cincinnati, Phila-

track, Fort Wayne division. Mr. Boyle then served successively as general welding foreman on the Western region, assistant supervisor of track on the Columbus division, acting supervisor track on the Cincinnati and Indianapolis divisions, and assistant supervisor track on the New York division. In 1936 he was appointed supervisor track of the Pennsylvania-Reading Seashore Lines and two years later he was transferred to the Philadelphia Terminal division. Mr. Boyle became assistant division engineer of the Fort Wayne division in 1940 and was promoted to division engineer of the Conemaugh division in 1941, and to the Philadelphia Terminal division in 1943. He became superintendent of the Indianapolis division in 1945 and was appointed superintendent of freight transportation of the Western region at Chicago in January, 1947.

TRAFFIC

Sidney R. Spencer has been appointed assistant general passenger agent of the Reading, in charge of sales and service, with headquarters at Philadelphia, Pa., succeeding the late **Harry A. Krause**.

Robert Pirrie, chief of the tariff bureau of the Canadian National at Montreal, Que., has been appointed assistant general freight agent at Toronto, Ont.

Paul C. Servine, traveling passenger agent of the Atlantic Coast Line at Philadelphia, Pa., has been appointed district passenger agent at Pittsburgh, Pa.

John S. McCormick, district perishable freight agent of the Chicago, Rock Island & Pacific, with headquarters at Los Angeles, Cal., has retired after 26 years of service with the road.

C. M. Byers, assistant general freight agent of the Chesapeake & Ohio at Columbus, Ohio, has been promoted to assistant freight traffic manager, with headquarters at Chicago. He is succeeded by **C. N. Page**, division freight agent at Richmond, Va., who, in turn, is replaced by **Forrest Jackson**, general agent at Lynchburg, Va.

Carl L. Froelich has been appointed general agent of the Chicago, Indianapolis & Louisville, with headquarters at Washington, D. C. Mr. Froelich is succeeded as district freight agent at New York by **Pat diLustro**.

Harry F. Walker, freight agent of the Canadian National at Bonaventure, Que., has been appointed manager of National Terminals of Canada at Montreal, succeeding **F. A. Young**, who has retired after many years of service.

Leo F. Hatcher, formerly foreign freight agent of the Chicago, Rock Island & Pacific at Houston, Tex., has been



James P. Newell, Jr.

sion engineer of the Middle division at Altoona, Pa., and in March, 1938, he was appointed division engineer of the Long Island at Jamaica, N. Y. Mr. Newell was appointed division superintendent at Logansport, Ind., in April, 1940, transferring to Terre Haute, Ind., in February, 1942. He became superintendent freight transportation at Chicago in February, 1943, and general superintendent at Indianapolis, Ind., in October, 1944, transferring to Harrisburg in January, 1946, where he remained until his recent promotion.

Mr. Greenough was born at San Francisco, Cal., on September 20, 1905, and received his B.S. in C.E. degree



Allen J. Greenough

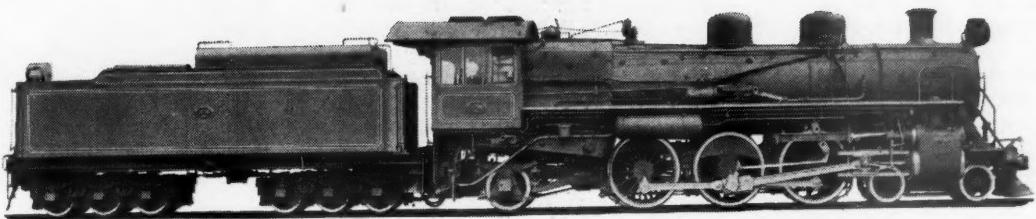
delphia and New York divisions until 1939, when he became division engineer, serving on the Columbus and Pittsburgh divisions until 1945. Mr. Greenough then became superintendent of the Wilkes-Barre division at Sunbury, Pa., and in April, 1946, he was appointed superintendent freight transportation at Chicago. He became superintendent of the Maryland division at Baltimore in January, 1947.

Mr. Boyle was born at Crawfordsville, Ind., on June 5, 1907, and received his B.S. in C.E. degree from the University of Notre Dame in 1928. He



T. E. Boyle

entered railroad service in the maintenance of way department of the Pennsylvania where he served during summer vacations from 1922 to 1928. He became assistant on an engineering corps on the Toledo and Fort Wayne divisions in 1928 and two years later he was appointed assistant supervisor



Sí, Sí, Señor—

IT'S 15 LIMA-HAMILTONS FOR THE ARGENTINE

We have recently shipped fifteen of these 4-6-2's to the Argentine State Railways.

These combination freight and passenger locomotives burn oil, weigh 180,000 lb. and will develop a tractive force of 29,330 lb.

In South America, as in this country, in Europe, and the Far East, locomotives like these—carrying the familiar Lima diamond—are doing an outstanding job in meeting today's and tomorrow's traffic demands, and in maintaining Lima-Hamilton's world-wide reputation for quality products.



DIVISIONS: Lima, Ohio — Lima Locomotive Works Division; Lima Shovel and Crane Division. Hamilton, Ohio — Hooven, Owens, Rentschler Co.; Niles Tool Works Co.

PRINCIPAL PRODUCTS: Locomotives; Cranes and shovels; Niles heavy machine tools; Hamilton diesel and steam engines; Hamilton heavy metal stamping presses; Hamilton-Kruse automatic can-making machinery; Special heavy machinery; Heavy iron castings; Weldments.

advanced to general agent at New Orleans, La. Mr. Hatcher is succeeded by **Lee F. Tolington**, formerly traveling freight agent for the St. Louis-San Francisco at Omaha, Neb. **J. J. Hinkle**, traveling freight and passenger agent, with headquarters at Seattle, Wash., has been appointed general agent of the Rock Island at that point, succeeding **R. N. Gordon**, who has retired after 49 years of service with the road. **J. K. Bleakmore** has been appointed division freight agent at Little Rock, Ark.

T. Ross Kendall, commercial agent of the Illinois Central, with headquarters at Tampa, Fla., has been appointed district freight agent at Louisville, Ky., succeeding the late **John L. Weeks**.

J. M. Adams has been appointed district freight agent of the Union Pacific, with headquarters at New York.

John W. Bray, who has been a member of the Standing Rate Committee of the Southern Freight Association for the past 20 years, has retired because of continued ill health. Mr. Bray's service with southern carriers covers a period just short of 50 years.

L. R. Biven, whose appointment as assistant to freight traffic manager of the Atlantic Coast Line at Wilmington, N. C., was reported in *Railway Age* of February 21, was born at Louisville, Ky., on October 11, 1904. He entered railroad service on January 1, 1935, with the Louisville & Nashville at Orlando, Fla. Mr. Biven became commercial agent of the Atlantic Coast Line at Chicago on October 1, 1939, transferring to Birmingham, Ala., on January 1, 1941, and to New Orleans, La., on February 15, 1947.

L. B. Holl, division freight agent of the Chicago, Rock Island & Pacific, with headquarters at Lincoln, Neb., has been appointed assistant general agent, freight traffic department, with headquarters at Los Angeles, Cal. Mr. Hall is succeeded by **Everett T. Willson**, division freight agent at Peoria, Ill.

Walter W. Johns, general agent of the Union Pacific, with headquarters at Lincoln, Neb., will become general agent, freight department, at Omaha, Neb., on June 1. He will be succeeded by **Arthur H. Genge**, freight traffic agent at Denver, Colo.

Joseph G. Wheeler, general passenger agent of the Western Pacific, with headquarters at San Francisco, Cal., has been promoted to passenger traffic manager.

George C. Spahn, whose appointment as general passenger agent of the Lehigh Valley at New York was reported in *Railway Age* of March 6, started his railroad career as a clerk in the passenger department of the Lehigh Valley at Philadelphia, Pa., in 1920. Mr. Spahn later held posts at

Rochester, N. Y., New York and Ithaca, before becoming division passenger agent at Buffalo in January, 1946. He was holding the latter position at the time of his recent appointment as general passenger agent at New York.

MECHANICAL

Andrew J. Ferentz, whose appointment as assistant superintendent motive power-car of the Lehigh Valley at Sayre, Pa., was reported in *Railway Age* of May 8, was born on November 7, 1899, at Budapest, Austria-Hungary. After attending high school at Wilkes-Barre, Pa., for one year, Mr. Ferentz entered railroad service on July 24, 1919, with the Central of New Jersey as car repairman at Ashley, Pa., and in 1926 he was appointed gang foreman there. Two years later he became chief piece work inspector, being appointed general car foreman in 1930 and assistant general car foreman in 1931, all at Ashley. In November, 1934, Mr. Ferentz became foreman car yards at Jersey City, N. J., leaving the Central of New Jersey on January 1, 1942, to go with the Lehigh Valley as superintendent car department at Sayre. He was appointed assistant superintendent of the Wyoming division of the L. V. at Wilkes-Barre on September 16, 1942, being promoted to superintendent of that division on April 1, 1943. Mr. Ferentz was transferred to the Buffalo (N.Y.) division on January 4, 1945, which position he held until his recent appointment.

Cecil Asa White has been appointed superintendent of motive power of the Western division of the Atlantic Coast Line at Fitzgerald, Ga., succeeding **Charles S. Perry**, who retired on March 1. Mr. White was formerly master mechanic at Rocky Mount, N. C., where he was succeeded by **Charles O. Butler**, who was transferred from Florence, S. C. **E. L. Spicer**, general foreman at Waycross, Ga., has been appointed master mechanic of the Waycross district, with the same headquarters. **James F. Crawford**, assistant chief clerk at Wilmington, N. C., has been appointed general car inspector at Jacksonville, Fla. **Frank D. Sineath**, general foreman, has been appointed acting master mechanic of the Columbia and Charleston districts, with headquarters at Florence, S. C.

Mr. White was born at Montgomery, Ala., on March 12, 1889, and received his education in the local schools. He is a graduate of International Correspondence School in mechanical engineering. Mr. White entered the service of the A.C.L., as apprentice machinist at Montgomery on September 6, 1904. He became machinist in November, 1909; erecting shop foreman in October, 1910; enginehouse foreman in July, 1914; general foreman at Charleston, S. C., in February, 1920; master mechanic at Waycross, Ga., in March, 1921; shop superintendent there in

November, 1923; title changed to master mechanic in June, 1933. Mr. White entered military service in the 703rd Railway Grand Division on August 1, 1942, serving in North Africa, and came out of the service as lieutenant colonel. He was appointed acting master mechanic at Florence, S. C., on March 14, 1945, and master mechanic at Rocky Mount, N. C., on July 1, 1945, holding the latter position until his recent appointment as superintendent of motive power.

Mr. Perry is a native of Alabama and entered the service of the Atlanta, Birmingham & Coast on November 1, 1921, as machinist and was subsequently promoted to night roundhouse foreman, general foreman and master mechanic at Fitzgerald, Ga. He was advanced to superintendent motive power at Atlanta, Ga., in August, 1938, transferring to Fitzgerald with the merger of the A.B.&C. and the A.C.L.

ENGINEERING and SIGNALING

J. H. McFadden, assistant engineer of the Missouri Pacific, at St. Louis, Mo., has retired.

H. O. Wray, assistant secretary and engineer of maintenance of way and structures of the Texas City Terminal, with headquarters at Texas City, Tex., has been appointed chief engineer.

H. L. Black, signal engineer of the Atlantic region of the Canadian National at Moncton, N. B., has been appointed signal engineer of the system, with headquarters at Montreal, Que.

S. W. Miller, telephone and telegraph inspector of the Pennsylvania at Chicago, has been appointed superintendent of communications of the New York, Chicago & St. Louis, with headquarters at Cleveland, Ohio, succeeding **R. C. Wickizer**, who retired on April 30.

G. D. Poole, communication engineer of the Erie, has been appointed assistant superintendent of communications, with headquarters as before at Cleveland, Ohio, succeeding **J. P. Kreiter**, who has retired under the pension rules of the company after nearly 48 years of service. Mr. Kreiter's headquarters were at Jersey City, N. J.

SPECIAL

Alfred B. Berry, a New York attorney formerly with the Federal Bureau of Investigation, has been appointed superintendent of the security division, Prevention and Security Department, Railway Express Agency.

Richard Joseph has been appointed public relations representative of the New York, New Haven & Hartford at New York, in charge of the road's press, magazine and radio contacts in the metropolitan area. Mr. Joseph was

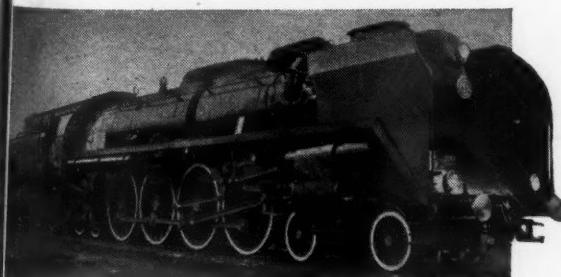
A REPORT FROM FRANCE . . .

on the Franklin Automatic Compensator and Snubber

In the December, 1947, issue of the *Revue Generale des Chemins de Fer*, M. Chapelon, the eminent French locomotive authority, describes the latest French 4-8-4 three-cylinder compound locomotive and makes the following statements:

"In addition to a frame built as rigid as possible all driving axles have been equipped with the Franklin Compensators and Snubbers. With this arrangement the wedges constantly take up the play which exists between the box and the pedestals, but due to the floating plate, any sticking of the box is avoided, and experience has shown that the box can thus freely move up and down without any play in the pedestals. Elimination of this play is absolutely necessary in an engine of this power to avoid harmful box pound which is experienced on the majority of single expansion 2 cylinder locomotives of the ordinary type as soon as full boiler pressure is used."

"... the only solution which could overcome the box pound consisted in limiting the lost motion to a minimum. This solution was found in the use of the Franklin Compensators and Snubbers, which thus constitute one of the greatest improvements made during the last few years in the design of locomotives."



Latest 4-8-4 French locomotive (Tractive Effort 65,400 lb) equipped with Compensator and Snubbers.

The French National Railroads made some initial applications of the Compensator and Snubber before the war. As a result of their experience with this device, it was applied to all of the 1340 French 2-8-2 locomotives built here after the war. That M. Chapelon has found them essential for his new locomotive indicates the importance that this prominent designer places on the elimination of pound — and the effectiveness of the Compensator and Snubber in accomplishing this. Many maintenance dollars can be saved by applying the Compensator and Snubber to your locomotives, whether equipped with surface bearings or roller bearings.

FRANKLIN RAILWAY SUPPLY COMPANY

NEW YORK • CHICAGO • MONTREAL

STEAM DISTRIBUTION SYSTEM • BOOSTER • RADIAL BUFFER • COMPENSATOR AND SNUBBER • POWER REVERSE GEARS
AUTOMATIC FIRE DOORS • DRIVING BOX LUBRICATORS • STEAM GRATE SHAKERS • FLEXIBLE JOINTS • CAR CONNECTION

formerly associate editor of *Esquire* magazine, covering foreign and domestic travel and directing the magazine's Readers' Travel Service.

OBITUARY

John L. Weeks, district freight agent of the Illinois Central, with headquarters at Louisville, Ky., died recently.

George A. Daley, general western agent of the Rutland, with headquarters at Chicago, died in that city on May 8.

Ralph Waldo Morrison, president of the Texas Mexican, at San Antonio, Tex., whose death was reported in *Railway Age* of April 24, was born on September 7, 1880, at West Plains, Howell County, Mo. He began his railroad career with the Kansas City, Fort Scott & Memphis (now St. Louis-San Francisco) and subsequently served with the Terminal Association of St.



Ralph Waldo Morrison

Louis. Mr. Morrison, who was president of the T. M. for some 10 years, was also a utilities executive, hotel operator and rancher. During World War I he organized the Central Power & Light Co., which extended from Iowa to Texas, and in 1933 he was a delegate to the London Economic Conference. Mr. Morrison was a leading organizer and the first president of the South Texas Chamber of Commerce.

George E. Lyman, assistant to director—purchases and stores of the Illinois Central, at Chicago, whose death was reported in the *Railway Age* of May 8, was born on November 21, 1880, at Bolivar, Mo. Mr. Lyman graduated from Missouri University's Rola School of Mines with a degree in mining engineering in 1902, and in that same year he began his railroad career in the maintenance of way department of the St. Louis-San Francisco. In 1906 he was appointed assistant engineer of the Madison Coal Corporation (subsidiary of the I. C.), and advanced through various positions to that of vice-president in 1931. Mr. Lyman was

appointed assistant to vice-president—purchases and stores of the I. C. in 1941, and was at the same time elected president of the Madison Coal Corporation. His railroad title was changed in February of this year to assistant to director—purchases and stores.

Elmer Knutson, manager of agricultural relations of the Association of American Railroads, died on May 14 at his home in St. Cloud, Minn., after an illness of several months. Born in Skien, Norway, in 1879, Mr. Knutson was educated at the School of Agriculture of the University of Minnesota, the St. Cloud and the Moorhead State Teachers Colleges. Before joining the staff of the American Railway Association (now the A.A.R.) in 1922, as special agriculture representative, Mr. Knutson taught at the Fargo and St. Cloud high schools and the University of Minnesota; was secretary-manager of the Minnesota Agriculture Cooperative Society; served as field secretary and organizer of the Minnesota Highway Improvement Association, and acted as special representative of the Northwestern Lumbermen's Association, including two years of foreign service in Mexico and the West Indies.

Crosby Jordan Beakes, retired general counsel of the New York Central at

New York, died on May 15 at White Plains, N. Y. Mr. Beakes was born at Glenwood, N. J., on December 13, 1875, and was graduated from Hamilton



Crosby Jordan Beakes

College in 1897 and from New York Law School in 1899. In 1905 he became a member of the law department of the New York Central and occupied successive positions of increasing responsibility until his appointment in 1933 as general counsel, from which position he retired at the end of 1946.



H. D. Barber (left), vice-president—operations of the Erie, was welcomed by William E. Corrigan, American Locomotive Company vice-president, when he visited Alco's Schenectady plant to accept delivery of a four-unit 6,000-hp. Diesel-electric locomotive

at White
was born
ember 13,
Hamilton

Today's tremendous traffic movements demand that motive power be kept at the peak of efficiency.

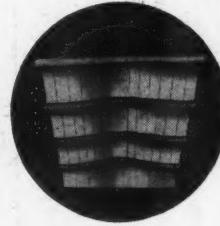
A "First" in securing such efficiency is the maintenance of a 100% brick arch in the locomotive firebox to insure maximum steam production from every ton of fuel consumed.

To further promote efficient performance there is a Security Sectional Arch designed specifically for each type of coal-burning steam locomotive.

A *FIRST* FOR EFFICIENT PERFORMANCE



**HARBISON-WALKER
REFRACTORIES CO.**
Refractories Specialists



AMERICAN ARCH CO. INC.
60 East 42nd Street, New York 17, N.Y.
Locomotive Combustion Specialists

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF MARCH AND THREE MONTHS OF CALENDAR YEAR 1948.

Name of road	Av. mileage operated during period	Operating revenues—						Operating Expenses—						Net railway operating income
		Freight	Pasenger	Total	Maintenance of Way and structures	Equipment	Traffic	Transportation	Total	Railway operation	Railway tax accruals	1948	1947	
Akron, Canton & Youngstown	March 171	509,715	50	525,941	71,582	51,808	24,863	139,534	311,325	59.2	214,616	109,211	98,305	
3 mos.	171	1,461,998	143	1,516,612	200,238	139,827	42,362	42,362	906,882	69.8	609,730	235,920	239,630	
Atchison, Topeka & Santa Fe System	March 13,081	33,615,247	4,171,666	36,383,528	7,536,663	6,005,247	4,186,694	15,078,555	31,800,818	76.6	9,693,184	5,361,207	3,513,508	
3 mos.	13,081	94,283,183	12,065,210	116,974,720	17,034,866	21,227,791	2,807,517	43,938,558	89,977,869	76.9	26,996,851	15,317,880	12,589,466	
Atlantic & St. Andrews Bay	March 82	184,633	1,028	193,958	23,693	6,206	4,599	4,921	96,711	49.9	97,247	35,099	30,904	
3 mos.	82	536,837	3,044	580,862	61,164	40,552	18,140	147,776	300,989	53.7	259,873	101,702	107,748	
Atlanta & West Point	March 93	308,860	52,658	35,151	53,938	14,710	18,297	314,025	76.7	95,323	47,360	23,484	—22,718	
3 mos.	93	848,042	168,311	1,156,913	96,718	160,345	42,086	565,993	932,471	80.6	224,442	114,015	48,649	
Western of Alabama	March 133	829,900	51,867	881,952	38,420	105,284	14,782	288,598	75.6	133,554	50,878	34,988	—21,477	
3 mos.	133	10,306,090	2,333,683	11,110,213	173,130	49,707	16,617	845,574	76.2	264,639	14,529	114,946	53,980	
Atlantic Coast Line	March 5,572	10,702,586	6,589,976	10,102,197	1,973,683	2,102,549	1,524,055	5,248,716	10,160,823	76.3	3,486,020	1,700,000	1,460,036	
3 mos.	5,572	28,707,572	38,339,976	5,990,864	5,361,964	911,168	15,362,434	29,247,216	76.3	9,092,448	3,900,000	4,122,036	809,773	
Charleston & Western Carolina	March 343	414,027	2,485	427,480	82,883	14,710	18,297	314,025	76.7	95,323	47,360	23,484	66,817	
3 mos.	343	1,196,401	117,666	1,244,150	263,454	225,050	42,643	511,259	1,040,934	83.7	203,186	90,000	87,908	
Baltimore & Ohio	March 6,192	80,595,593	5,493,434	86,085	3,788,377	7,035	7,035	13,181,199	85.4	4,476,669	2,024,435	2,275,591	2,385,458	
3 mos.	6,192	193,546	114,659	325,422	1,400,175	1,425,126	42,086	70,056,826	84.4	6,522,019	7,343,087	7,556,333	7,556,333	
Staten Island Rapid Transit	March 29	531,567	329,976	906,862	162,951	131,925	45,043	50,420	304,923	93.7	11,822	127,666	—36,774	
Bangor & Aroostook	March 602	1,981,346	42,559	2,066,537	240,222	82,883	14,710	18,297	314,025	82.4	995,707	466,786	422,051	
3 mos.	602	4,908,072	131,640	51,152,775	716,653	664,040	42,643	511,259	1,040,934	83.7	219,018	98,668	809,100	
Bessemer & Lake Erie	March 214	1,068,538	1,212	1,120,304	150,374	881,365	18,884	1,120,464	100.4	—4,490	135,086	82,002	292,353	
3 mos.	214	3,120,294	3,818	3,169,102	1,400,175	1,425,126	42,086	70,056,826	84.4	17,097	47,930	47,930	747,781	
Boston & Maine	March 1,757	6,585,412	1,142,831	7,720,933	1,207,933	92,982	18,424	297,644	10,160,823	76.3	6,120,452	3,601,982	628,396	
Burlington-Rock Island	March 228	710,715	54,278	317,422	53,818	35,274	4,870	123,161	237,397	74.8	80,025	12,494	24,324	
3 mos.	228	145,041	131,640	51,152,775	716,653	664,040	42,643	511,259	1,040,934	83.7	175,829	35,245	16,345	
Cambria & Indiana	March 35	82,822	...	111,360	1,121	881,365	18,884	1,120,464	100.4	—62,481	38,629	8,204	53,151	
3 mos.	35	335,874	335,898	335,998	35,795	309,223	2,390	84,398	130.1	—10,055	170,316	170,316	145,199	
Canadian Pacific Lines in Maine	March 234	695,179	26,643	743,159	76,924	82,315	7,013	458,994	87.4	284,165	6,181	168,624	118,233	
3 mos.	234	1,869,412	102,164	2,040,578	244,525	244,525	7,013	790,337	87.4	732,410	8,173	367,527	311,669	
Canadian Pacific Lines in Vermont	March 90	179,439	14,759	210,661	42,682	149,554	107,845	5,157	166,487	122,0	17,870	—113,125	—115,493	
3 mos.	90	2,798,520	261,887	3,346,835	48,313	583,672	135,904	107,845	14,774	178,157	134.0	198,185	—338,696	
Central of Georgia	March 1,815	7,023,805	777,062	9,254,965	1,401,912	1,459,328	101,400	1,545,341	175.4	576,697	265,203	270,930	139,831	
3 mos.	1,815	2,894,378	511,221	3,799,405	1,773,728	1,844,690	92,182	1,425,126	102.3	1,162,009	783,323	280,840	—184,005	
Central of New Jersey	March 418	2,704,795	1,567,976	10,136,941	1,412,091	1,792,298	163,000	5,562,737	94.4	660,622	437,514	—111,220	—237,880	
Central of Pennsylvania	March 213	1,768,010	18,462	1,835,907	24,412	367,511	307,503	5,157	166,487	122,0	17,870	—113,125	—115,493	
3 mos.	213	4,686,516	59,932	4,858,428	48,313	583,672	135,904	107,845	14,774	178,157	134.0	198,185	—338,696	
Central Vermont	March 422	2,087,000	183,000	2,429,000	1,401,912	1,459,328	101,400	1,545,341	175.4	576,697	265,203	270,930	139,831	
3 mos.	422	21,509,243	788,126	23,333,384	3,600,615	5,136,370	844,690	92,182	1,425,126	102.3	1,162,009	783,323	280,840	—184,005
Chesapeake & Ohio	March 5,071	70,439,885	2,425,378	7,587,278	11,681,472	15,681,545	2,366,829	29,946,829	94.4	3,216,211	3,216,211	1,249,448	8,146,582	
Chicago & Eastern Illinois	March 909	2,174,796	291,082	18,462	1,835,907	124,803	387,503	24,412	507,497	94.252	486,896	204,700	131,680	
3 mos.	909	6,226,453	899,435	59,932	4,858,428	48,313	583,672	135,904	107,845	14,774	172,336	82.3	1,812,831	
Chicago & Illinois Midland	March 131	505,226	973	519,472	87,278	147,230	126,965	39,078	737,041	82.5	1,594,290	236,047	132,537	
3 mos.	131	1,918,008	2,680	1,917,021	87,278	147,230	126,965	39,078	737,041	82.5	1,594,290	236,047	132,537	
Chicago & North Western	March 8,058	11,450,613	1,758,835	14,988,437	3,272,732	3,040,799	304,165	1,125,802	2,096,124	86.3	523,986	10,327	4,912,430	
3 mos.	8,058	32,180,842	53,331,860	42,738,767	6,333,563	9,340,311	911,623	7,329,351	13,892,030	92.3	1,156,407	1,163,182	844,102	
Chicago, Burlington & Quincy	March 8,867	15,939,930	1,410,738	19,183,740	2,414,432	2,859,385	380,626	6,884,470	13,225,888	68.9	5,957,852	2,886,428	889,958	
3 mos.	8,867	46,804,012	4,390,753	59,037,023	6,890,419	8,346,264	1,177,133	2,184,572	39,336,597	83.6	1,294,694	594,000	400,931	
Chicago Great Western	March 1,500	6,765,598	2,948,172	283,825	1,405,026	1,044,590	278,479	1,284,572	461,872	88.9	57,600	28,877	140,053	
3 mos.	1,500	16,997,559	1,776,538	15,731,648	1,716,029	2,609,343	439,003	6,485,382	88.9	829,993	325,070	296,993	323,557	
Chicago, Indianapolis & Louisville	March 541	1,392,222	86,597	1,594,174	226,017	225,451	78,975	1,043,487	1,134,328	71.7	318,829	317,529	38,779	
3 mos.	541	3,922,582	246,836	4,458,262	621,705	600,812	215,719	1,253,915	1,384,055	78.2	318,829	317,529	38,779	
Chicago, Milwaukee, St. Paul & Pacific March 10,671	17,507,654	1,555,833	20,966,564	2,573,680	3,771,445	4,112,806	9,177,133	2,184,572	39,336,597	83.6	3,719,818	1,611,000	1,191,381	
3 mos.	10,671	48,847,643	4,518,020	51,037,023	6,890,419	8,346,264	1,178,478	2,184,572	39,336,597	83.6	7,541,422	2,123,676	1,422,291	
Chicago, Rock Island & Pacific	March 7,650	12,727,950	3,906,434	12,604,329	1,621,731	1,716,029	2,609,343	439,003	6,485,382	88.9	3,783,951	1,686,990	1,396,063	
3 mos.	7,650	35,906,529	5,263,552	44,915,053	4,834,487	7,457,711	1,314,847	19,428,581	23,305,381	78.6	5,937,672	4,372,952	3,121,401	
Chicago, St. Paul, Minn., & Omaha	March 1,617	2,286,221	183,226	2,709,287	3,91,547	4,422,264	75,575	1,043,487	1,253,915	78.2	318,829	317,529	38,779	
3 mos.	1,617	6,612,360	573,228	7,888,507	1,116,249	1,303,105	163,819	4,223,932	7,145,636	90.6	6,494,448	2,677,744	176,483	
Clinchfield Railroad	March 317	4,669,390	4,723	4,684,699	2,414,432	2,859,385	3,771,445	4,112,806	9,177,133	82.3	3,719,818	1,611,000	1,191,381	
3 mos.	317	14,945,300	4,518,020	14,723	1,612,168	1,716,029	2,609,343	439,003	6,485,382	88.9	7,541,422	2,123,676	1,422,291	
Colorado, Rock Island & Southern	March 745	994,121												

Up-to-date
CONTROL
of Steam Locomotives

AMERICAN THROTTLE COMPANY
 INCORPORATED

60 East 42nd Street, New York 17, N.Y.
 122 S. Michigan Avenue, Chicago 3, Ill.

AIR is used as a dependable control for stopping trains.

AIR is now used for dependable and instant control of locomotives, through the medium of the THROTTLE MASTER. It provides both instant control of slipping drivers - and ease of operation.

An application would be convincing.

Particulars on request.

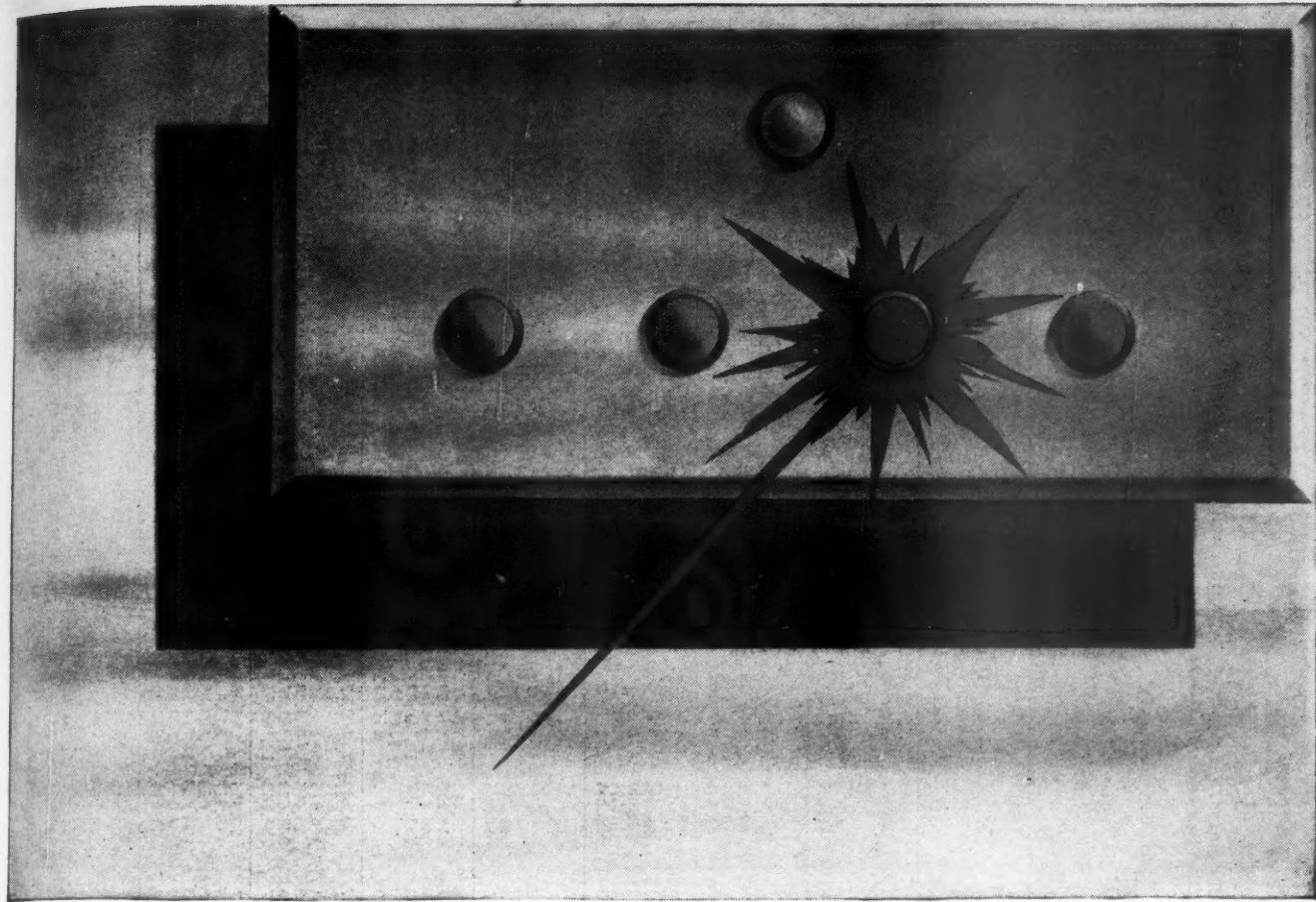


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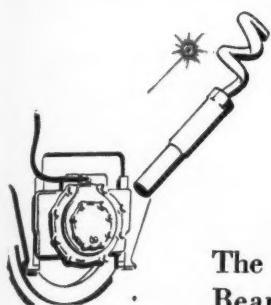
REVENUES AND EXPENSES OF RAILWAYS

MONTH OF MARCH AND THREE MONTHS OF CALENDAR YEAR 1948

Name of road	Av. mileage operated during period		Operating revenues		Maintenance of equipment		Operating expenses		Net from railway operation		Railway tax-accts.		Net railway operating income	
	Freight	Passenger	Total	(inc. misc.)	Traffic	Transportation	Total	Operating ratio	Total	Railway	Railway tax-accts.	Total	1948	1947
Colorado & Wyoming.....	41	135,180	227,079	8,954	26,481	646	88,321	130,812	57.6	96,267	58,351	30,049	30,049	
Columbus & Greenville.....	41	418,286	678,036	27,744	69,510	1,494	37,278	55.6	300,754	141,143	150,042	88,732	88,732	
Delaware & Hudson.....	168	168,876	180,899	30,274	26,357	4,979	47,524	126,537	70.1	54,062	31,469	28,771	—73,058	
Detroit & Mackinac.....	168	440,646	478,140	14,886	1,150	1,150	1,055,731	364,060	76.1	114,090	71,261	58,305	1,716,382	
Delaware, Lackawanna & Western.....	794	4,802,158	149,366	5,091,883	538,070	1,139,675	68,272	2,044,889	3,917,481	76.9	1,742,422	600,513	573,917	817,611
Detroit, Toledo Shore Line.....	50	6,286,106	2,652,308	21,986,436	2,111,112	1,277,081	40,168	12,066	318,955	50.4	313,855	803,335	141,696	
Detroit, Toledo & Ironton.....	2,443	17,619,734	2,652,194	4,939,011	596,701	589,548	423,091	10,80,061	17,941,685	81.7	4,024,768	1,606,375	1,725,563	
Duluth, Missabe & Iron Range.....	2,443	14,010,422	658,508	15,312,214	1,542,997	2,370,917	130,722	2,047,530	3,880,195	78.6	4,402,213	1,684,691	1,705,381	
Duluth, Winnipeg & Pacific.....	50	6,300,147	767	121,431	120,023	315,540	1,06,030	1,041,281	2,387,576	57.3	4,326,924	2,835,836	1,967,185	
Elgin, Joliet & Eastern.....	464	1,347,934	2,149	1,163,642	328,177	800,860	63,362	1,041,281	1,493,897	415.2	1,194,124	1,262,960	—1,004,183	
Erie Railroad.....	230	161,478	428	175,389	32,500	1,039	39,410	102,600	58.5	72,790	44,294	2,876	130,175	
Florida East Coast.....	50	472,000	1,200	477,900	61,408	51,588	20,407	104,007	284,902	56.7	217,289	86,611	—2,934,888	
Georgia Railroad.....	391	1,284,000	4,000	1,304,400	121,431	120,023	35,575	511,655	879,585	46.5	4,024,768	1,606,375	40,833	
Georgia & Florida.....	222	3,905,945	2,149	1,163,642	328,177	800,860	63,362	1,041,281	1,493,897	415.2	1,194,124	1,262,960	—1,004,183	
Grand Trunk Western.....	575	2,170,182	885,735	3,269	323,386	51,588	3,421	12,066	318,955	50.4	313,855	803,335	141,696	
Illinois Terminal.....	575	5,715,256	2,795,267	9,441,767	1,055,918	1,270,058	148,509	23,470	223,272	66.6	1,441,643	1,011,599	289,610	
Illinois Central.....	575	10,553,000	11,833,000	1,739,630	2,234,294	165,101	3,533,973	672,757	66.6	1,509,267	213,723	295,276	332,975	
Illinois Terminal.....	575	172	208,000	6,500	230,000	59,935	44,014	22,685	570,374	60.1	1,509,267	1,684,691	1,705,381	
Illinois Terminal.....	575	3,333	12,886,264	1,051,171	15,099,426	2,627,078	311,932	84,996	1,035,007	10,931,223	72.8	1,355,007	1,394,128	1,061,840
Illinois Terminal.....	575	3,333	36,932,031	2,827,411	43,034,497	7,453,951	8,301,451	305,807	11,879	100,227	94.3	1,813,025	1,765,888	2,532,208
Illinois Terminal.....	575	3,755,000	165,000	4,147,000	590,449	761,323	55,454	284,921	606,886	92.2	10,014,057	4,638,647	4,011,538	
Kansas City Southern.....	575	1,447,635	80	916,780	1,54,216	1,155,250	165,101	5,745,335	6,726,648	71.1	974,621	1,146,611	145,320	
Kansas City Southern.....	575	1,447,635	522,092	6,337,605	19,179,859	3,321,051	3,325,927	692,336	5,026,302	77.3	1,322,326	555,069	598,126	
Kansas, Oklahoma & Gulf.....	575	16,344,621	1,495,813	2,043,582	21,638,702	3,460,062	4,051,436	176,531	1,765,336	73.2	1,509,267	1,394,128	1,061,840	
Kansas, Oklahoma & Gulf.....	575	17,447,132	937	472,100	63,742	1,179,859	9,720,227	11,786,817	1,193,033	24,898,922	50,408,401	78.5	1,731,250	—31,896
Lake Superior & Ishpeming.....	575	318,341	46	324,335	53,565	33,149	17,283	90,757	208,283	64.5	1,155,071	278,892	234,418	
Gulf, Mobile & Ohio.....	575	900,057	522,092	6,337,605	19,179,859	3,321,051	3,325,927	692,336	5,026,302	77.3	1,322,326	555,069	598,126	
Illinois Central.....	575	16,344,621	1,495,813	2,043,582	21,638,702	3,460,062	4,051,436	176,531	1,765,336	73.2	1,509,267	1,394,128	1,061,840	
Illinois Terminal.....	575	17,447,132	937	472,100	63,742	1,179,859	9,720,227	11,786,817	1,193,033	24,898,922	50,408,401	78.5	1,731,250	—31,896
Green Bay & Western.....	575	224	318,341	46	324,335	53,565	33,149	17,283	90,757	64.5	1,155,071	278,892	234,418	
Kansas City Southern.....	575	1,447,635	80	916,780	1,54,216	1,155,250	165,101	5,745,335	6,726,648	71.1	974,621	1,146,611	145,320	
Kansas City Southern.....	575	1,447,635	522,092	6,337,605	19,179,859	3,321,051	3,325,927	692,336	5,026,302	77.3	1,322,326	555,069	598,126	
Kansas, Oklahoma & Gulf.....	575	17,447,132	937	472,100	63,742	1,179,859	9,720,227	11,786,817	1,193,033	24,898,922	50,408,401	78.5	1,731,250	—31,896
Lake Superior & Ishpeming.....	575	58,626	125,414	1,070,976	133,080	38,059	33,149	17,283	90,757	64.5	1,155,071	278,892	234,418	
Kansas City Southern.....	575	1,447,635	80	916,780	1,54,216	1,155,250	165,101	5,745,335	6,726,648	71.1	974,621	1,146,611	145,320	
Kansas City Southern.....	575	1,447,635	522,092	6,337,605	19,179,859	3,321,051	3,325,927	692,336	5,026,302	77.3	1,322,326	555,069	598,126	
Kansas, Oklahoma & Gulf.....	575	17,447,132	937	472,100	63,742	1,179,859	9,720,227	11,786,817	1,193,033	24,898,922	50,408,401	78.5	1,731,250	—31,896
Kansas, Oklahoma & Gulf.....	575	17,447,132	937	472,100	63,742	1,179,859	9,720,227	11,786,817	1,193,033	24,898,922	50,408,401	78.5	1,731,250	—31,896
Lake Superior & Ishpeming.....	575	58,626	125,414	1,070,976	133,080	38,059	33,149	17,283	90,757	64.5	1,155,071	278,892	234,418	
Lehigh & Hudson River.....	575	156	159,223	227	66,950	37,304	58,956	1,926	149,559	223.4	—82,069	155,433	53,619	
Lehigh & New England.....	575	96	321,404	321,404	3,081,877	405,614	402,113	85,703	1,193,442	214,670	70,908	40,430	40,430	
Kansas, Oklahoma & Gulf.....	575	890	871,879	871,879	9,704,031	772,345	772,987	82,625	1,14,829	54,172	113,966	92,833	108,554	
Kansas, Oklahoma & Gulf.....	575	890	871,879	871,879	9,704,031	772,345	772,987	82,625	1,14,829	54,172	113,966	92,833	108,554	
Kansas, Oklahoma & Gulf.....	575	890	871,879	871,879	9,704,031	772,345	772,987	82,625	1,14,829	54,172	113,966	92,833	108,554	
Kansas, Oklahoma & Gulf.....	575	890	871,879	871,879	9,704,031	772,345	772,987	82,625	1,14,829	54,172	113,966	92,833	108,554	
Kansas, Oklahoma & Gulf.....	575	890	871,879	871,879	9,704,031	772,345	772,987	82,625	1,14,829	54,172	113,966	92,833	108,554	
Kansas, Oklahoma & Gulf.....	575	890	871,879	871,879	9,704,031	772,345	772,987	82,625	1,14,829	54,172	113,966	92,833	108,554	
Kansas, Oklahoma & Gulf.....	575	890	871,879	871,879	9,704,031	772,345	772,987	82,625	1,14,829	54,172	113,966	92,833	108,554	
Kansas, Oklahoma & Gulf.....	575	890	871,879	871,879	9,704,031	772,345	772,987	82,625	1,14,829	54,172	113,966	92,833	108,554	
Kansas, Oklahoma & Gulf.....	575	890	871,879	871,879	9,704,031	772,345	772,987	82,625	1,14,829	54,172	113,966	92,833	108,554	
Kansas, Oklahoma & Gulf.....	575	890	871,879	871,879	9,704,031	772,345	772,987	82,625	1,14,829	54,172	113,966	92,833	108,554	
Kansas, Oklahoma & Gulf.....	575	890	871,879	871,879	9,704,031	772,345	772,987	82,625	1,14,829	54,172	113,966	92,833	108,554	
Kansas, Oklahoma & Gulf.....	575	890	871,879	871,879	9,704,031	772,345	772,987	82,625	1,14,829	54,172	113,966	92,833	108,554	
Kansas, Oklahoma & Gulf.....	575	890	871,879	871,879	9,704,031	772,345	772,987	82,625	1,14,829	54,172	113,966	92,833	108,554	
Kansas, Oklahoma & Gulf.....	575	890	871,879	871,879	9,704,031	772,345	772,987	82,625	1,14,829	54,172	113,966	92,833	108,554	
Kansas, Oklahoma & Gulf.....	575	890	871,879	871,879	9,704,031	772,345	772,987	82,625	1,14,829	54,172	113,966	92,833	108,554	
Kansas, Oklahoma & Gulf.....	575	890	871,879	871,879	9,704,031	772,345	772,987	82,625	1,14,829	54,172	113,966	92,833	108,554	
Kansas, Oklahoma & Gulf.....	575	890	871,879	871,879	9,704,031	772,345	772,987	82,625	1,14,829	54,172	113,966	92,833	108,554	
Kansas, Oklahoma & Gulf.....	575	890	871,879	871,879	9,704,031	772,345	772,987	82,625	1,14,829	54,172	1			



this new device keeps an
Electric Eye
on the bearings



The Westinghouse-Union Hot Bearing Detector brings an important new safeguard to passenger equipment. It solves the problem of hot bearing detection.

Any undue rise in the temperature of an individual bearing is immediately detected and reported—by red light to the train crew, by signal whistle to

the engineer—BEFORE any damage results.

The device disregards temperature fluctuations due to weather and operating conditions; only the abnormal, threatening rise causes it to react.

Leaflet No. 2464 gives the complete story of principle and operation. We will be glad to send you a copy.



Westinghouse Air Brake Co.

WILMERTING, PA.



REVENUES AND EXPENSES OF RAILWAYS

MONTH OF MARCH AND THREE MONTHS OF CALLENPAR YEAR 1948

Av. mileage operated during period	Name of road	Operating revenues						Operating Expenses						Net railway operating income					
		Passenger			Way and Equipment (inc. misc.)			Maintenance of Total structures			Transporta- tion			Operating ratio			Railway operation		
		Freight	Passenger	Total	Traffic	Equip- ment	Total	Traffic	Equip- ment	Total	Traffic	Equip- ment	Total	Traffic	Equip- ment	Total	Traffic	Equip- ment	Total
988	Maine Central.....	134,820	4,53,658	1,474,538	434,208	17,203	977,203	1,950,849	5,573,189	75.1	562,204	193,698	260,204	1947	646,634	570,139	1,480,509	600,353	530,317
988	Midland Valley.....	461,332	7,053,698	1,174,538	1,269,081	50,466	2,882,333	56,625	1,627,736	78.3	36,014	36,436	57,182	9,343	1,243,165	1,243,165	38,053	1,243,165	1,243,165
988	Minneapolis & St. Louis.....	162,216	36,171	165,976	28,271	3,172	64,926	129,962	344,977	66.9	80,053	93,628	82,053	62,871	170,360	170,360	85,928	170,360	170,360
988	Spokane International.....	3 mos.	1,408	5,521,259	9,150	54,821	80,021	97,445	577,126	75,906	154,639	90,097	82.6	805,676	1,724,973	3,772,036	291,235	448,615	204,236
988	Minneapolis, St. Paul & S. S. Marie.....	3 mos.	1,408	4,398,139	22,285	4,578,072	245,238	300,396	97,445	64,259	1,724,973	294,986	82.4	805,676	294,986	3,772,036	291,235	448,615	204,236
988	Duluth, South Shore & Atlantic.....	3 mos.	1,408	6,054,926	267,413	8,249,502	532,420	533,477	58,551	1,229,813	2,455,810	104.5	—	106,308	218,407	—	—	318,596	102.0
988	Missouri Central.....	3 mos.	1,408	6,054,926	267,413	8,249,502	532,420	533,477	58,551	1,229,813	2,455,810	104.5	—	106,308	218,407	—	—	318,596	102.0
988	Missouri & Arkansas.....	3 mos.	1,408	6,054,926	267,413	8,249,502	532,420	533,477	58,551	1,229,813	2,455,810	104.5	—	106,308	218,407	—	—	318,596	102.0
988	Gulf Coast Lines.....	3 mos.	1,408	6,054,926	267,413	8,249,502	532,420	533,477	58,551	1,229,813	2,455,810	104.5	—	106,308	218,407	—	—	318,596	102.0
988	Missouri-Kansas-Texas Lines.....	3 mos.	148	5,322,205	1,039,710	17,664,319	2,490,390	837,963	895,027	219,149	2,639,970	4,891,449	79.0	1,302,160	543,607	477,552	442,369	408,052	46,508
988	Missouri Pacific.....	3 mos.	148	5,322,205	1,039,710	17,664,319	2,490,390	837,963	895,027	219,149	2,639,970	4,891,449	79.0	1,302,160	543,607	477,552	442,369	408,052	46,508
988	Gulf Coast Lines.....	3 mos.	148	5,322,205	1,039,710	17,664,319	2,490,390	837,963	895,027	219,149	2,639,970	4,891,449	79.0	1,302,160	543,607	477,552	442,369	408,052	46,508
988	International-Great Northern.....	3 mos.	148	5,322,205	1,039,710	17,664,319	2,490,390	837,963	895,027	219,149	2,639,970	4,891,449	79.0	1,302,160	543,607	477,552	442,369	408,052	46,508
988	Montour.....	3 mos.	148	5,322,205	1,039,710	17,664,319	2,490,390	837,963	895,027	219,149	2,639,970	4,891,449	79.0	1,302,160	543,607	477,552	442,369	408,052	46,508
988	Monongahela.....	3 mos.	148	5,322,205	1,039,710	17,664,319	2,490,390	837,963	895,027	219,149	2,639,970	4,891,449	79.0	1,302,160	543,607	477,552	442,369	408,052	46,508
988	Pittsburgh & Lake Erie.....	3 mos.	148	5,322,205	1,039,710	17,664,319	2,490,390	837,963	895,027	219,149	2,639,970	4,891,449	79.0	1,302,160	543,607	477,552	442,369	408,052	46,508
988	Nashville, Chatt., & St. Louis.....	3 mos.	1,110	2,264,396	171,909	2,712,555	492,908	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699	103,699	103,699
988	New York Central.....	3 mos.	1,110	6,706,636	864,706	8,069,837	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	Montour.....	3 mos.	1,110	6,706,636	864,706	8,069,837	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	Montour.....	3 mos.	1,110	6,706,636	864,706	8,069,837	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	Monongahela.....	3 mos.	1,110	6,706,636	864,706	8,069,837	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	Pittsburgh & Lake Erie.....	3 mos.	1,110	6,706,636	864,706	8,069,837	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York, Chicago & St. Louis.....	3 mos.	1,051	2,649,725	193,669	3,116,847	516,641	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1,248,195	422,551	50,419	1,323,178	2,415,346	82.2	297,908	148,680	—	31,408	103,699	103,699
988	New York Central.....	3 mos.	1,051	7,414,694	617,678	8,889,228	1,346,113	1											

Table continued on next left-hand page

Railway Age—May 22, 1948



Give the "Old Girl" a break

A set of light weight Hunt-Spiller cast steel box type pistons* with Duplex lip type cylinder packing gives an old locomotive a new lease on life.

Sure, there's plenty of life left in the "old girl"—if you can afford to support her. So, you economy-minded mechanical officers and purchasing agents, give heed to a way to chop maintenance costs and increase cylinder packing mileage. Install Hunt-Spiller Light Weight Cast Steel Box Type Pistons* and Duplex Lip Type Cylinder Packing. Then watch expense go down! But wait, that's not all. *You can make this switch without changing front or back cylinder heads!* That should decide the matter for you.

The Hunt-Spiller representative, your friendly adviser in such matters, will gladly give you all the data. Talk it over with him the next time he is around. Or better yet, write today for prompt details. Hunt-Spiller Mfg. Corporation, 383 Dorchester Ave., Boston 27, Mass. In Canada: Jos. Robb & Co., Ltd., 4050 Namur St., Montreal 16, P.Q. Export Agents: International Ry. Supply Co., 30 Church St., New York 7, N.Y.

**To give added life to pistons, the packing ring grooves (as indicated by shaded area in picture) are flame-hardened to resist wear.*

Hunt-Spiller are exclusive railroad sales representatives for Double Seal Piston Rings made for Diesel and other services. Double Seal rings are cast from Hunt-Spiller Air Furnace Gun Iron.

HUNT-SPILLER

**LIGHT WEIGHT
STEEL PISTONS AND VALVES
DUPLEX SECTIONAL PACKING
AIR FURNACE GUN IRON**

REVENUES AND EXPENSES OF RAILWAYS

Month of March and Three Months Of Calendar Year 1948

Name of road	Av. mileage operated during period			Operating revenues			Maintenance of equipment			Operating expenses			Net from railway operation			Net railway operating income		
	Freight	Passenger	Total	Traffic	Portion	Total	Traffic	Portion	Total	Traffic	Portion	Total	Operating ratio	Railway tax accruals	Railway operation	Railway tax accruals	Railway operation	
Pennsylvania-Reading Seashore Lines	March 389	572,668	207,029	720,055	8,831	58,183	96,704	117.8	107,458	1,311,144	1,196,072	364,522	-301,305	1943	1947	1,196,072	1,196,072	
Pittsburgh & Shawmut	March 97	1,562,466	810,890	2,315,163	327,712	387,664	704,054	123.1	-533,381	2,450,957	2,450,957	321,986	-1,191,148	-301,305	-301,305	3,007,770	3,007,770	
Pittsburgh & West Virginia	March 135	688,060	184,764	868,894	82,039	126,066	105,577	106.2	66,886	41,392	41,392	66,517	66,517	66,517	66,517	174,928	174,928	
Reading	March 135	1,869,403	407	1,946,606	233,694	1,946,606	1,946,606	100.0	126,358	126,358	126,358	126,358	126,358	126,358	126,358	114,128	114,128	
Sacramento Northern	March 1,352	9,839,471	682,903	10,922,436	1,513,545	1,965,081	2,355,811	107.4	63,625	1,311,144	1,311,144	1,209,960	1,209,960	1,209,960	1,209,960	1,196,072	1,196,072	
Richmond, Fredericksburg & Potomac	March 118	2,011,357	664,981	2,383,799	278,339	338,452	377,694	107.5	1,196,451	75,4	75,4	214,254	214,254	214,254	214,254	389,811	389,811	
Rutland	March 118	4,076,544	1,900,638	6,940,983	777,297	930,001	1,055,553	107.5	205,344	44,515	44,515	75,392	75,392	75,392	75,392	872,809	872,809	
St. Louis-San Francisco	March 407	43,514	34,066,417	35,859	603,194	65,528	95,562	107.5	1,74,510	453,503	453,503	65,8	65,8	65,8	65,8	411,016	411,016	
St. Louis, San Francisco & Texas	March 407	1,24,138	116,958	1,482,052	198,287	202,706	39,458	107.5	1,329,920	68,3	68,3	141,225	141,225	141,225	141,225	336,178	336,178	
St. Louis Southwestern Lines	March 1,375	5,719,286	156,647	5,877,776	76,372	224,484	210,428	107.5	175,550	111.8	111.8	-18,774	-18,774	-18,774	-18,774	-37,490	-37,490	
Seaboard Air Line	March 3, mos.	8,024,407	547,620	8,306,459	1,480,083	1,480,083	1,480,083	100.0	256,312	4,218,283	4,218,283	58,9	58,9	58,9	58,9	1,162,288	1,162,288	
Southern	March 3, mos.	8,485	22,608,272	1,545,380	6,165,507	6,026,143	4,477,099	107.5	12,166,254	22,585,921	22,585,921	84,9	84,9	84,9	84,9	806,553	806,553	
St. Louis, San Francisco & Texas	March 3, mos.	169	34,066,417	14,832	333,940	47,465	37,045	107.5	16,333	178,801	178,801	75,5	75,5	75,5	75,5	2,222,004	2,222,004	
St. Louis Southwestern Lines	March 1,375	14,979,827	163,416	15,632,759	1,836,776	1,836,776	1,836,776	100.0	321,312	4,218,283	4,218,283	82,1	82,1	82,1	82,1	1,166,864	1,166,864	
Seaboard Air Line	March 4,152	9,905,233	1,932,124	12,658,376	1,977,756	1,977,756	1,977,756	100.0	1,70,613	1,796,451	1,796,451	75,4	75,4	75,4	75,4	1,166,864	1,166,864	
Southern	March 4,152	27,702,193	5,113,750	35,23,228	6,593,198	6,593,198	6,593,198	100.0	1,916,198	1,916,198	1,916,198	75,4	75,4	75,4	75,4	1,166,864	1,166,864	
Alabama Great Southern	March 6,483	18,342,293	1,549,243	21,289,992	2,776,418	3,667,408	3,667,408	100.0	1,50,459	15,405,654	15,405,654	72,4	72,4	72,4	72,4	1,166,864	1,166,864	
New Orleans & Northeastern	March 316	1,277,852	87,004	1,021,903	1,021,903	1,021,903	1,021,903	100.0	334,023	1,44,467	1,44,467	1,44,467	1,44,467	1,44,467	1,44,467	1,166,864	1,166,864	
Southern Pacific	March 337	3,793,345	315,555	4,392,423	405,065	943,671	88,174	100.0	307,505	6,10,830	9,02,357	9,02,357	58,9	58,9	58,9	58,9	1,166,864	1,166,864
Georgia Southern & Florida	March 337	8,443,382	232,187	9,321,411	406,844	591,663	157,315	100.0	30,880,070	1,70,613	1,70,613	62,2	62,2	62,2	62,2	1,166,864	1,166,864	
Texas & New Orleans	March 337	5,02,235	689,673	6,825,845	1,44,599	1,816,173	1,816,173	100.0	1,50,459	1,50,459	1,50,459	65,6	65,6	65,6	65,6	1,166,864	1,166,864	
Spokane, Portland & Seattle	March 397	1,414,744	294,413	1,834,221	347,043	131,452	72,832	100.0	221,320	23,178	23,178	69,0	69,0	69,0	69,0	1,166,864	1,166,864	
Tennessee Central	March 397	27,280,427	2,469,621	31,795,623	4,049,556	4,371,034	592,679	100.0	12,27,245	22,64,885	22,64,885	71,3	71,3	71,3	71,3	1,166,864	1,166,864	
Texas & New Orleans	March 4316	27,280,427	2,469,621	31,795,623	4,049,556	4,371,034	592,679	100.0	12,27,245	22,64,885	22,64,885	71,3	71,3	71,3	71,3	1,166,864	1,166,864	
Texas Mexican	March 945	916,544	101,920	2,010,435	474,647	124,725	18,277	100.0	1,70,725	1,70,725	1,70,725	54,7	54,7	54,7	54,7	1,166,864	1,166,864	
Tennessee Central	March 8,195	31,734,193	1,62,356	30,06,986	40,874	320,725	64,644	100.0	1,70,725	1,70,725	1,70,725	55,2	55,2	55,2	55,2	1,166,864	1,166,864	
Texas & Pacific	March 8,195	86,962,197	3,766,347	10,589,466	10,589,466	12,931,650	20,389,070	100.0	7,161,938	14,288,810	14,288,810	75,8	75,8	75,8	75,8	1,166,864	1,166,864	
Union Pacific System	March 8,195	9,752,179	9,752,179	11,237,304	1,304,401	1,20,260	1,50,260	100.0	1,991,949	42,003,795	42,003,795	83,269,977	83,269,977	83,269,977	83,269,977	1,166,864	1,166,864	
Utah	March 945	1,782,968	101,920	2,010,435	474,647	124,725	18,277	100.0	1,70,725	1,70,725	1,70,725	54,7	54,7	54,7	54,7	1,166,864	1,166,864	
Toledo, Peoria & Western	March 286	5,171,604	278,390	5,827,653	3,471	416,402	65,467	100.0	75,428	222,000	222,000	85,1	85,1	85,1	85,1	1,166,864	1,166,864	
Western Pacific	March 1,854	5,633,793	442,072	6,556,748	34,172,487	5,348,569	6,423,491	100.0	1,74,716	1,74,716	1,74,716	59,4	59,4	59,4	59,4	1,166,864	1,166,864	
Ann Arbor	March 1,854	15,936,652	1,450,982	18,731,432	2,413,271	2,866,441	487,041	100.0	1,74,716	2,38,755	2,38,755	77,3	77,3	77,3	77,3	1,166,864	1,166,864	
Western Maryland	March 2,393	22,780,685	1,387,982	24,006,219	3,034,655	3,492,420	722,659	100.0	17,786,727	2,38,755	2,38,755	77,3	77,3	77,3	77,3	1,166,864	1,166,864	
Wabash	March 2,393	22,780,685	1,387,982	24,006,219	3,034,655	3,492,420	722,659	100.0	17,786,727	2,38,755	2,38,755	77,3	77,3	77,3	77,3	1,166,864	1,166,864	
Wheeling & Lake Erie	March 505	2,504,503	3,120	728,976	75,507	149,588	692	100.0	1,74,442	22,647	22,647	161,4	161,4	161,4	161,4	1,166,864	1,166,864	
Wisconsin Central	March 1,051	7,619,780	5,266,924	7,851,250	8,104	2,088,855	102,377	100.0	1,74,442	452,288	452,288	1,74,442	1,74,442	1,74,442	1,74,442	1,166,864	1,166,864	
Wisconsin Central	March 1,051	6,131,950	31,884	2,459,285	1,460,885	3,15,547	676,232	100.0	1,74,442	1,74,442	1,74,442	1,74,442	1,74,442	1,74,442	1,74,442	1,166,864	1,166,864	
Wisconsin Central	March 1,051	6,131,950	31,884	2,459,285	1,460,885	3,15,547	676,232	100.0	1,74,442	1,74,442	1,74,442	1,74,442	1,74,442	1,74,442	1,74,442	1,166,864	1,166,864	

Table of Freight Operating Statistics appears on next left-hand page.

The Sign of QUALITY



The Symbol of SERVICE

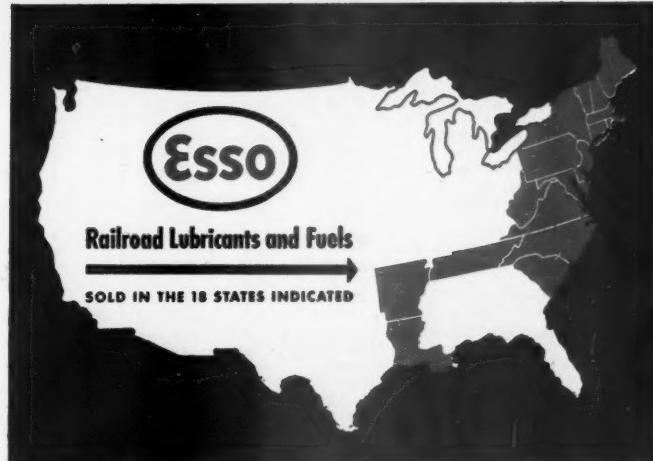


He's a lot more than a Salesman...

He's an expert on all railroad lubrication problems. That's why we call him our Esso Sales Engineer. He makes a constant study of railroad equipment...and follows up every application of Esso Fuels and Lubricants.

He not only carefully examines the results shown on equipment-lubrication inspection sheets...he also spends a lot of time out in the shop where equipment is stripped down.

The first-hand knowledge of an Esso Sales Engineer is at your service. Be sure to call for him...and for the high-quality Esso Railroad Products that will help your equipment deliver the excellent performance it was built to give.



ESSO STANDARD OIL COMPANY

Boston, Mass.—New York, N. Y.—Elizabeth, N. J.—Baltimore, Md.
Richmond, Va.—Charleston, W. Va.—Charlotte, N. C.

Columbia, S. C.—Memphis, Tenn.—Little Rock, Ark.—New Orleans, La.

ESSO STANDARD OIL COMPANY OF PENNSYLVANIA

Philadelphia, Pa.

* This road's operating ratio for 2 mos. was 79.7, not as was incorrectly stated in the cable to this April 14, 1943, issue of *Railway Age*.

Freight Operating Statistics of Large Steam Railways—Selected

Region, road and year		Miles of road operated	Locomotive miles			Car-miles		Ton-miles (thousands)			Road locos. on line			
			Principal and helper	Train miles	Light	Loaded (thousands)	Per cent loaded	Gross excl. locos. rev. and & tenders	Net non-rev.	Unstored	Serviceable Stored	B.O.	B.O.	
New Eng. Region	Boston & Albany	1948	362	125,090	141,219	24,465	2,799	66.3	175,016	72,866	77	..	21	21.4
		1947	362	139,072	154,366	23,646	3,073	63.7	194,074	76,986	65	..	23	26.1
Great Lakes Region	Boston & Maine	1948	1,746	330,885	346,725	18,860	12,062	70.5	757,286	331,668	108	..	6	5.3
		1947	1,750	303,536	313,781	12,290	11,139	72.0	682,644	298,897	103	19	20	14.1
N. Y., N. H. & Htfd.	1948	1,815	368,805	656,147	46,024	13,995	70.4	844,597	377,797	204	..	37	37	15.6
	1947	1,815	348,006	477,046	40,629	12,908	74.0	744,127	333,648	194	5	46	46	18.4
Delaware & Hudson	1948	794	295,920	356,625	36,625	12,966	71.5	904,835	500,211	122	21	34	19.2	
	1947	794	268,141	323,720	34,014	11,614	69.8	818,251	440,781	120	37	35	18.2	
Del. Lack. & Western	1948	970	347,446	393,363	51,452	14,447	73.1	933,326	439,428	121	2	17	12.1	
	1947	971	307,051	346,229	38,450	12,431	71.4	804,403	370,000	115	13	46	26.4	
Erie	1948	2,229	774,239	828,621	65,005	39,380	69.9	2,504,589	1,115,122	268	10	86	23.6	
	1947	2,229	719,810	770,326	62,019	33,852	69.7	2,155,226	938,396	270	31	87	22.4	
Grand Trunk Western	1948	972	273,166	281,238	2,777	8,900	69.9	557,819	245,479	66	..	11	14.3	
	1947	972	261,433	276,781	2,458	8,673	72.8	529,832	236,705	70	..	7	9.1	
Lehigh Valley	1948	1,239	327,042	364,145	55,798	14,106	71.8	920,755	448,885	99	4	47	31.3	
	1947	1,242	278,019	307,741	49,493	12,117	69.6	810,880	393,597	112	10	41	25.1	
New York Central	1948	10,351	2,949,964	3,149,741	230,596	103,613	64.1	7,212,268	3,405,336	1,075	6	312	22.4	
	1947	10,338	3,017,856	3,243,577	288,661	111,161	64.2	7,614,457	3,537,235	1,064	6	328	23.5	
New York, Chic. & St. L.	1948	1,656	697,237	706,543	9,828	27,054	72.2	1,699,092	777,596	153	..	15	8.9	
	1947	1,656	648,530	653,452	9,067	24,526	68.1	1,591,104	710,601	142	..	17	10.7	
Pitts. & Lake Erie	1948	223	101,838	104,670	..	3,729	62.9	321,756	187,075	28	..	16	36.4	
	1947	223	91,225	92,505	58	3,243	60.8	274,227	152,941	29	..	15	34.1	
Wabash	1948	2,381	653,050	669,104	14,762	23,351	73.1	1,469,701	664,197	163	11	29	14.3	
	1947	2,381	612,881	631,146	14,754	22,287	73.7	1,384,875	631,464	163	3	40	19.4	
Baltimore & Ohio	1948	6,076	1,984,707	2,458,751	276,968	66,552	66.3	4,759,871	2,381,442	824	1	309	27.2	
	1947	6,103	1,929,500	2,414,498	282,282	63,377	65.3	4,545,848	2,242,823	846	2	313	27.0	
Central of New Jersey*	1948	418	75,154	80,548	10,152	2,950	66.2	215,209	117,096	45	..	16	26.2	
	1947	418	80,845	90,890	16,625	2,831	66.7	203,729	105,861	44	..	27	38.0	
Central of Pennsylvania	1948	213	76,038	87,188	16,785	2,920	70.0	209,386	112,681	44	..	13	22.8	
	1947	213	78,093	93,157	20,779	2,948	67.8	216,180	117,227	50	1	11	17.7	
Chicago & Eastern Ill.	1948	909	168,607	169,454	3,835	5,391	70.9	366,325	190,139	56	..	13	18.8	
	1947	910	177,042	177,584	3,689	4,992	72.5	328,845	166,968	57	..	18	24.0	
Elgin, Joliet & Eastern	1948	391	125,322	130,495	3,301	3,744	67.8	282,643	152,577	54	..	5	8.5	
	1947	391	120,379	124,971	3,908	3,495	65.5	272,264	145,685	58	..	5	7.9	
Pennsylvania System	1948	10,023	3,756,554	4,242,621	545,979	138,940	67.7	9,610,854	4,738,728	1,856	2	293	13.6	
	1947	10,031	3,754,964	4,250,127	590,627	137,541	66.7	9,625,671	4,735,636	1,981	3	278	12.3	
Reading	1948	1,350	446,995	484,675	47,142	15,404	66.2	1,178,684	646,524	217	11	32	12.3	
	1947	1,357	464,298	515,027	61,500	15,573	65.9	1,194,967	659,061	246	23	40	12.9	
Western Maryland	1948	837	220,624	264,887	39,339	7,410	62.0	620,384	342,318	156	3	12	7.0	
	1947	837	211,725	258,981	39,182	7,099	60.3	609,911	333,858	151	3	10	6.1	
Pocono-Hontas Region	Chesapeake & Ohio	1948	5,002	1,715,779	1,849,442	85,241	67,630	57.7	5,656,066	3,200,231	626	4	80	11.3
		1947	4,980	1,609,886	1,730,538	78,741	65,714	57.9	5,457,534	3,023,649	633	..	62	8.9
	Norfolk & Western	1948	2,107	837,552	901,095	69,245	36,374	57.5	3,227,553	1,770,654	266	20	23	7.4
		1947	2,108	765,155	828,311	61,538	33,371	58.4	2,941,652	1,620,321	273	21	20	6.4
Atlantic Coast Line	1948	5,552	994,411	1,022,872	15,039	25,932	63.3	1,759,673	784,202	356	1	69	16.2	
	1947	5,556	1,018,832	1,033,037	16,178	25,748	66.7	1,701,983	786,203	390	14	41	9.2	
Central of Georgia*	1948	1,783	281,663	286,282	5,319	7,060	72.9	460,051	220,588	92	4	10	9.4	
Gulf, Mobile & Ohio	1948	2,847	284,242	291,212	5,522	7,092	73.7	465,806	220,778	95	1	9	8.6	
	1947	2,846	422,668	462,770	3,566	16,057	73.6	1,028,844	515,408	188	8	10	4.9	
Illinois Central	1948	6,581	1,514,431	1,522,761	53,256	53,057	64.0	3,715,873	1,762,257	576	10	71	10.8	
	1947	6,582	1,438,210	1,458,613	52,325	52,312	68.3	3,505,003	1,693,794	586	1	89	13.2	
Louisville & Nashville	1948	4,750	1,528,751	1,676,402	51,087	39,446	64.5	2,871,346	1,513,036	404	8	82	16.9	
	1947	4,759	1,464,411	1,613,151	46,751	36,698	65.4	2,603,878	1,358,349	400	7	80	16.4	
Nash., Chatt. & St. Louis	1948	1,051	274,794	288,533	8,959	6,483	76.7	407,451	193,714	83	..	13	13.5	
	1947	1,052	267,319	289,766	7,871	6,298	76.7	398,006	184,570	86	..	19	18.1	
Seaboard Air Line	1948	4,141	853,000	921,094	14,182	24,053	66.7	1,647,048	745,583	271	..	56	17.1	
	1947	4,145	860,366	920,036	13,395	24,447	70.9	1,611,038	746,116	290	..	53	15.5	
Southern	1948	6,449	1,615,462	1,640,835	28,012	43,376	70.0	2,762,771	1,263,448	546	21	91	13.8	
	1947	6,451	1,866,680	1,895,303	33,866	44,701	70.2	2,845,979	1,297,995	593	9	93	13.4	
Chicago & North Western	1948	8,055	930,607	971,773	25,319	30,356	69.7	1,983,979	910,680	354	14	117	24.1	
	1947	8,061	980,983	1,024,464	33,990	30,167	70.3	2,016,899	905,010	369	4	135	26.6	
Chicago Great Western	1948	1,445	232,742	234,101	13,311	8,429	69.9	549,032	244,217	55	..	29	34.5	
	1947	1,445	254,285	255,809	13,778	7,914	72.2	516,769	240,854	64	..	16	20.0	
Chic., Milw., St. P. & Pac.	1948	10,663	1,426,396	1,487,178	61,947	45,197	68.9	3,007,136	1,408,417	492	33	104	16.5	
	1947	10,725	1,331,595	1,418,169	58,593	43,336	70.5	2,868,456	1,378,026	482	23	105	17.2	
Chic., St. P., Minn. & Omaha	1948	1,606	226,085	242,206	12,979	5,427	64.0	391,184	173,317	88	..	23	20.7	
	1947	1,606	214,390	230,907	14,043	5,487	70.6	370,845	174,455	81	..	33	28.9	
Duluth, Missabe & Iron Range	1948	569	31,668	31,853	330	504	53.7	35,916	16,015	18	5	27	54.0	
	1947	547	29,348	29,697	537	508	60.3	34,883	16,988	20	19	18	31.6	
Great Northern	1948	8,237	1,009,531	1,013,296	42,274	33,364	64.3	2,326,491	1,026,328	342	62	72	15.1	
	1947	8,236	970,366	972,914	39,842	33,339	71.6	2,197,222	1,034,533	357	46	82	16.9	
Minneap., St. P. & St. M.	1948	4,180	416,805	429,836	10,434	11,678	72.6	738,089	356,839	129	..	22	14.6	
	1947	4,181	441,912	453,577	9,852	11,4								

Items for the Month of February 1948 Compared with February 1947

Region, road and year		Freight cars on line			G.t.m.per train-hr.	G.t.m.per train-hr.	Net ton-mi.	Net ton-mi.	Net miles	Net daily ton-mi.	Coal 1000 lb. per loco.	Mi. per day	
		Home	Foreign	Total	Per Cent	excl. locos	excl. locos	per ton-mi.	per car	per car-day	per g.t.m.	per inc.loco.	
Per cent B.O.													
21.4	Boston & Albany.....	1948	201	7,276	7,477	0.6	16,555	1,407	586	26.0	346	20.0	
26.1	1947	236	5,138	5,374	0.4	21,383	1,403	556	25.1	435	27.3	7,595	
5.3	Boston & Maine.....	1948	1,373	14,434	15,807	2.7	30,833	2,297	1,006	27.5	712	36.7	6,550
14.1	1947	1,151	10,851	12,002	2.5	33,578	2,253	987	26.8	852	44.1	6,100	
15.6	N. Y., N. H. & Htfd.....	1948	1,205	26,145	27,350	1.4	27,264	2,298	1,028	27.0	447	23.5	7,178
18.4	1947	1,266	20,457	21,723	1.6	29,552	2,149	963	25.8	554	29.0	6,565	
10.2	Delaware & Hudson.....	1948	1,814	9,775	11,589	4.5	49,752	3,072	1,698	38.6	1,636	59.3	21,724
18.2	1947	1,848	7,900	9,748	2.8	52,138	3,068	1,653	38.0	1,563	59.0	19,826	
12.1	Del. Lack. & Western.....	1948	3,802	17,189	20,991	3.2	37,741	2,733	1,287	30.4	787	35.4	15,821
26.4	1947	3,757	14,208	17,965	3.5	41,379	2,655	1,221	29.8	733	34.5	13,609	
23.6	Erie.....	1948	5,258	31,788	37,046	3.5	51,553	3,262	1,452	28.3	1,133	57.2	17,251
22.4	1947	4,617	26,472	31,089	3.0	48,692	3,020	1,315	27.7	1,061	54.9	15,036	
14.3	Grand Trunk Western.....	1948	3,360	11,591	14,951	5.9	36,978	2,059	906	27.6	569	29.5	8,709
9.1	1947	2,894	11,055	13,949	5.1	37,697	2,042	912	27.3	598	30.1	8,697	
31.3	Lehigh Valley.....	1948	5,854	18,450	24,304	6.7	48,438	2,882	1,405	31.8	694	30.4	12,493
25.1	1947	3,978	15,796	19,774	3.6	49,231	2,981	1,448	32.5	693	30.7	11,318	
22.4	New York Central.....	1948	44,966	117,322	162,288	3.2	33,894	2,484	1,173	32.9	701	33.3	11,344
23.5	1947	40,760	114,555	155,315	2.9	35,401	2,560	1,189	31.8	782	38.3	12,220	
8.9	New York, Chi. & St. L.....	1948	2,162	15,096	17,258	1.4	46,696	2,453	1,122	28.7	1,631	78.6	16,192
10.7	1947	1,721	15,247	16,968	1.4	45,358	2,472	1,104	29.0	1,480	75.0	15,325	
36.4	Pitts. & Lake Erie.....	1948	2,606	10,878	13,484	5.7	47,415	3,166	1,841	50.2	512	16.2	28,928
34.1	1947	2,102	8,493	10,595	3.1	44,539	3,010	1,679	47.2	522	18.2	24,494	
14.3	Wabash.....	1948	4,541	15,239	19,780	3.0	43,886	2,276	1,029	28.4	1,143	55.0	9,619
19.4	1947	4,203	16,801	21,004	1.9	43,179	2,285	1,042	28.3	1,101	52.7	9,472	
27.2	Baltimore & Ohio.....	1948	39,190	47,959	87,149	6.4	30,278	2,447	1,224	35.8	956	40.3	13,515
27.0	1947	33,117	52,954	86,071	4.5	28,748	2,407	1,190	35.4	942	40.7	13,125	
26.2	Central of New Jersey*.....	1948	744	11,114	11,858	4.0	36,030	2,958	1,610	30.7	331	12.6	9,860
38.0	1947	476	9,956	10,432	2.3	31,406	2,590	1,346	37.4	369	14.8	9,045	
22.8	Central of Pennsylvania.....	1948	694	4,161	4,855	7.6	36,760	2,913	1,568	38.6	779	28.8	18,242
17.7	1947	1,046	4,183	5,229	5.8	35,650	2,876	1,560	39.8	826	30.6	19,656	
18.8	Chicago & Eastern Ill.....	1948	1,382	4,399	5,781	4.2	37,422	2,227	1,156	35.3	1,099	43.9	7,213
24.0	1947	1,403	4,309	5,712	3.8	31,979	1,887	958	33.4	1,055	43.5	6,553	
8.5	Elgin, Joliet & Eastern.....	1948	6,118	13,264	19,382	2.3	12,199	2,415	1,304	40.8	272	9.9	13,456
7.9	1947	6,353	17,256	23,609	1.1	12,462	2,442	1,307	41.7	221	8.1	13,307	
13.6	Pennsylvania System.....	1948	106,475	129,006	235,481	10.3	32,842	2,648	1,306	34.1	684	29.6	16,303
12.3	1947	109,944	143,054	252,998	9.3	33,137	2,667	1,312	34.4	681	29.6	16,861	
12.3	Reading.....	1948	7,797	25,677	33,474	3.3	32,300	2,648	1,452	42.0	660	23.7	16,514
7.0	Western Maryland.....	1948	2,570	4,414	6,984	1.0	28,815	2,854	1,575	46.2	1,596	55.7	14,103
6.1	1947	2,413	6,853	9,266	.8	27,684	2,938	1,608	47.0	1,394	49.2	14,246	
11.3	Chesapeake & Ohio.....	1948	42,804	25,637	68,441	1.8	50,344	3,355	1,898	47.3	1,625	59.5	22,062
8.9	1947	38,299	28,691	66,990	1.6	50,192	3,457	1,915	46.0	1,637	61.4	21,684	
7.4	Norfolk & Western.....	1948	27,625	7,673	35,298	2.5	60,510	3,920	2,151	48.7	1,763	63.0	28,978
6.4	1947	25,250	8,980	34,239	1.0	59,665	3,903	2,150	48.6	1,715	60.5	27,452	
16.2	Atlantic Coast Line.....	1948	8,511	21,748	30,259	5.5	27,938	1,774	790	30.2	890	46.5	4,871
9.2	1947	7,463	21,122	28,585	2.9	26,678	1,677	775	30.5	912	44.7	5,054	
9.4	Central of Georgia*.....	1948	1,653	5,441	7,094	4.3	29,781	1,638	786	31.2	1,000	43.9	4,266
8.6	1947	1,144	6,787	7,931	1.7	29,913	1,648	781	31.1	986	43.0	4,425	
4.9	Gulf, Mobile & Ohio.....	1948	2,411	12,709	15,120	1.8	53,783	2,840	1,410	31.9	1,175	49.3	6,243
4.4	1947	2,391	11,211	13,602	1.6	43,583	2,442	1,174	30.8	1,288	56.8	6,210	
10.8	Illinois Central.....	1948	16,496	35,081	51,577	1.5	41,792	2,494	1,183	33.2	1,165	54.8	9,234
13.2	1947	13,323	34,749	48,072	1.0	41,051	2,499	1,208	32.4	1,229	55.6	9,191	
16.9	Louisville & Nashville.....	1948	25,380	17,467	42,847	4.3	27,145	1,879	990	38.4	1,188	48.1	10,984
16.4	1947	23,099	19,722	42,821	3.2	26,136	1,778	928	37.0	1,135	46.9	10,194	
13.5	Nashville, Chatt. & St. Louis.....	1948	1,459	6,394	7,853	4.4	28,152	1,486	705	29.9	882	38.5	6,356
18.1	1947	796	6,204	7,000	1.9	29,003	1,493	692	29.3	959	42.6	6,266	
17.1	Seaboard Air Line.....	1948	5,914	18,459	24,373	1.5	33,870	1,989	901	31.0	1,097	53.0	6,209
15.5	1947	5,004	18,804	23,808	1.6	31,582	1,935	896	30.5	1,055	48.7	6,429	
13.8	Southern.....	1948	12,790	31,903	44,693	3.8	28,993	1,728	790	29.1	972	47.7	6,756
13.4	1947	12,341	33,598	45,939	4.9	25,583	1,543	704	29.0	979	48.0	7,186	
4.1	Chic. & North Western.....	1948	17,170	36,262	53,432	3.7	30,854	2,227	1,022	30.0	590	28.2	3,899
26.6	1947	16,742	41,270	58,012	3.9	28,828	2,167	972	30.0	580	27.5	4,010	
4.5	Chicago Great Western.....	1948	1,067	5,149	6,216	3.5	37,212	2,359	1,050	29.0	1,407	69.5	5,828
6.0	1947	807	4,959	5,766	2.5	32,635	2,033	947	30.4	1,416	64.5	5,953	
6.5	Chic., Milw., St. P. & Pac.....	1948	20,522	49,997	70,519	1.9	29,590	2,137	1,001	31.2	690	32.1	4,555
7.2	1947	18,227	48,667	66,894	1.6	31,662	2,180	1,047	31.8	754	33.7	4,589	
0.7	Chic., St. P., Minn. & Omaha.....	1948	801	7,943	8,744	6.1	22,248	1,787	792	31.9	666	32.6	3,721
8.9	1947	761	8,457	9,218	5.3	22,123	1,781	838	31.8	697	31.1	3,880	
4.0	Duluth, Missabe & Iron Range.....	1948	14,331	630	14,961	2.9	15,072	1,182	527	31.8	37	2.2	971
1.6	1947	14,774	568	15,342	2.2	17,074	1,265	616	33.4	39	2.0	1,109	
5.1	Great Northern.....	1948	19,164	23,114	42,278	3.2	36,215	2,319	1,023	30.8	818	41.4	4,297
6.9	1947	16,833	19,743	36,576	2.4	35,953	2,286	1,076	31.0	983	44.2	4,486	
4.6	Minneap., St. P. & S. St. M.....	1948	5,579	10,902	16,481	3.3	29,628	1,797	869	30.6	753	33.9	2,944
7.6	1947	4,575	10,988	15,563	4.2	29,199	1,795	816	30.9	883	44.9	3,026	
3.6	Northern Pacific.....	1948	16,063	18,563	34,626	5.5	40,649	2,471	1,188	32.4	917	39.4	4,997
4.4	1947	15,083	16,437	31,520	4.2	38,211	2,422	1,316	34.0	1,158	45.5	5,634	
3.8	Atch., Top. & S. Fe (incl. G. C. & S. F. & P. & S. F.)	1948	34,617	30,354	64,971	5.6	47,810	2,379	1,005</				

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General News

Continued from page 58

Signaling Hearings

Petitions filed by the Nashville, Chattanooga & St. Louis, Seaboard Air Line, Central of Georgia, Atlanta & St. Andrews Bay and Norfolk & Western for modification of the Interstate Commerce Commission's order of June 17, 1947, in the Docket No. 29543 proceeding, wherein it required the carriers to install certain signaling devices on lines over which high-speed trains are run, have been assigned for hearing on June 15 at the state capitol building in Atlanta, Ga. Commissioner Patterson and Examiner E. J. Hoy will preside.

To Emphasize Crossing Safety

A nationwide educational program to increase observance of traffic signs—including those at highway-rail intersections—will be carried out during June by the National Safety Council and cooperating groups. The council has provided more than 1,700 state and local safety councils and official agencies with promotional material to be used in the campaign. The program is a part of the council's continuing "Signs of Life" activities emphasizing the importance of heeding signs, signals and pavement markings in order to reduce highway accidents.

St. Louis Roads Are Spending \$15 Million For Improvements

Thirteen trunk-line and terminal railroads serving St. Louis, Mo., are currently spending some \$15,000,000 for improvements and new facilities in that area, according to a recent survey conducted by the industrial and research bureaus of the St. Louis Chamber of Commerce.

The survey report lists the following railroads, along with the sums each are spending: Baltimore & Ohio, \$3,043,000; Burlington Lines, \$158,000; St. Louis-San Francisco, \$398,495; Gulf, Mobile & Ohio, \$500,000; Illinois Central, \$75,000; Illinois Terminal, \$486,803; Louisville & Nashville, \$50,200; Missouri-Kansas-Texas, \$275,000; Missouri Pacific, \$3,396,770; Pennsylvania, \$366,000; Chicago, Rock Island & Pacific, \$248,000; Terminal Association of St. Louis, \$4,972,647; and the Wabash, \$1,308,240.

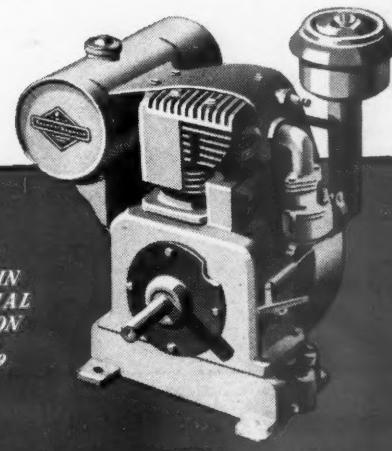
N.R.A.A. to Exhibit in Chicago During Week of March 14, 1949

At a meeting of the board of directors of the National Railway Appliances Association it was decided to present a manufacturers' exhibit in conjunction with the Half-Century Annual Meeting of the American Railway Engineering Association in Chicago, March 14-17, 1949. While the A.R.E.A. will hold its meeting at the Palmer House, as in past years, the exhibit will be held in the Coliseum, convenient to the convention headquarters.

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